THE DEFINITIVE ENTHUSIASTS' LISTING

Brian Sharpe

TAKING STOCK

Where to find preserved steam and main line diesel locomotives in Britain

From the publishers of The RAILWAY Magazine HERITAGE RAILWAY

A COMPLETE UP-TO-DATE LIST OF LOCOMOTIVES

ON SALE NOW

MAIN LINE STEAM'S DEMISE... AND WHERE IT SURVIVED
1968 - 2018 50th Anniversary
BRITISH RAILWAYS
THE END OF STEAM
RAIL'S SEISMIC SUMMER OF '68
By Robin Jones
From the publishers of RAILWAY Magazine HERITAGE RAILWAY
END OF THE ROAD
A LINE THAT INSPIRED THE WORLD
BRONTE
STEAM
FIFTY YEARS OF THE THRIVING KEIGHLEY & WORTH VALLEY RAILWAY
From the publisher of RAILWAY Magazine HERITAGE RAILWAY
THE NATION'S
RAILWAY
BIRTH, BEECHING AND BEYOND
From the publisher of RAILWAY Magazine HERITAGE RAILWAY
70 YEARS since the birth of
BRITISH RAILWAYS
THE LONG ROAD TO NATIONALISATION
BRITISH RAILWAYS STEAM:
THE FINAL FLOURISH
MODERNISATION, BEECHING'S CUTS AND PRIVATISATION
£6.99
LOCOMOTIVES THAT MADE TRANSPORT HISTORY
Great British
STEAM
The National Collection
By Robin Jones
From the publishers of RAILWAY Magazine HERITAGE RAILWAY
MALLARD
Legends of the track
FLYING SCOTSMAN | MALLARD | DUCHESS OF HAMILTON | KING GEORGE V | GREEN ARROW | EVENING STAR | STEPHENSON'S ROCKET | WINSTON CHURCHILL | HARDWICKE | STIRLING SINGLE

ORDER TODAY FROM classic magazines

classicmagazines.co.uk/thebookshelf

01507 529529

Available at WHSmith

FROM £6.99

The Talyllyn Railway, the world's first preserved steam railway, was reopened by enthusiasts in 1951. The line's original two engines: No. 1 *Talyllyn* and No. 2 *Dolgoch* double-head away from Tywyn. RALPH WARD

WHERE TO FIND PRESERVED STEAM AND MAIN LINE DIESEL LOCOMOTIVES IN BRITAIN

Introduction

When it was reopened by volunteer railway enthusiasts in 1951, the narrow gauge Talyllyn Railway in Wales became the world's first passenger-carrying preserved steam railway run by volunteers.

This was quickly followed by the even more ambitious revival of the Ffestiniog Railway in 1955, opening the floodgates for the revival of many of the old narrow gauge systems which once flourished in North Wales.

Long before the reopening of the Talyllyn and Ffestiniog Railways, there were narrow gauge pleasure railways.

Sir Arthur Heywood pioneered the 15in-gauge railway at his home at Duffield Bank and built one for the Duke of Westminster in 1896 at Eaton Hall, in Cheshire, which fulfilled a genuine transport need on the estate.

Bassett-Lowke, a toy manufacturer in Northampton, built a series of 15in-gauge ¼-scale Atlantics and tried the first one out at Eaton Hall. With his engineer Henry Greenly, he set up Narrow Gauge Railways Ltd in 1912, which provided whole 15in- gauge railways with locomotives and stock for seaside amusement parks, zoos and gardens in Britain and abroad.

The Ravenglass & Eskdale Railway, in the Lake District, which closed in 1915, was saved and converted to 15in-gauge by Bassett-Lowke as a tourist railway. It was not voluntary steam preservation though, but a commercial business, as was the 15in- gauge Fairbourne Railway in Wales. The Romney, Hythe & Dymchurch Railway, which was opened in 1927 as a 'main line in miniature', also offered a public transport service.

Standard gauge steam preservation was an altogether different matter, but the first standard gauge preserved steam railway to start regular passenger services in Britain was the Bluebell Railway in 1960 with a couple of tank engines and a couple of coaches on five miles of track in Sussex.

The historic Middleton Railway in Leeds actually ran a passenger train just before the Bluebell, but not initially on a regular timetabled basis.

In 1959, East Anglia saw Britain's first major railway closure when virtually the whole of the Midland & Great Northern Joint Railway system was shut down. It prompted the formation of a society to preserve it.

CONTENTS

CHAPTER ONE:	**South East England**
CHAPTER TWO:	**South West England**
CHAPTER THREE:	**Home Counties**
CHAPTER FOUR:	**East Anglia**
CHAPTER FIVE:	**East Midlands**
CHAPTER SIX:	**West Midlands**
CHAPTER SEVEN:	**Wales**
CHAPTER EIGHT:	**North East England**
CHAPTER NINE:	**North West England**
CHAPTER TEN:	**Scotland**

The Bluebell Railway was Britain's first standard gauge preserved steam railway, with a five-mile section being opened in 1960. SECR O1 0-6-0 No. 65 climbs towards Horsted Keynes on the Bluebell Railway with the 10am from Sheffield Park, consisting of vintage coaching stock, on April 22, 2018. NICK GILLIAM

Railway preservation in Britain actually dates back to 1844 when the Canterbury & Whitstable Railway 0-4-0 *Invicta* was preserved by the South Eastern Railway at Ashford works.

In the 1860s, further historic steam engines, such as *Puffing Billy* and Stephenson's *Rocket*, were also presented by their owners to public museums.

The Stockton & Darlington Railway was the world's first public railway, and its centenary celebrations in 1925 proved to be a major impetus for preservation, resulting in the opening of the first railway museum at York in that year. In 1927, the LBSCR 0-4-2 No. 214 *Gladstone* was bought privately for preservation by a railway society and put on display in the museum at York.

Many years later, in 1960, the British Transport Commission opened the Museum of British Transport in Clapham. It displayed some of Britain's most historic steam engines that had been saved for posterity by Britain's railway companies over the years.

Once the Bluebell showed standard gauge branch lines could be preserved as steam railways, many more such schemes were to follow, but it was June 1968 before the second standard gauge line opened – the Keighley & Worth Valley.

At the time, the end of BR standard gauge steam traction was being played out in Lancashire and Carnforth; one of the last three BR steam sheds became a steam centre when it closed in August 1968.

BR banned the use of privately owned steam engines on its tracks and although many big main line steam engines were preserved, they were of little use at the time on the short, lightly laid branch lines which were being reopened by preservationists.

Steam centres, such as Carnforth, became the only opportunity to see big steam engines in action, just moving up and down short lengths of track. The BR ban was lifted quickly in 1972, and Carnforth was developed into Britain's premier base for operating main line steam railtours; it is a function it still serves today as the headquarters of the West Coast Railway Company.

One of the country's most unusual, but successful, steam centres was established in the 1960s at a garden centre at Bressingham, in Norfolk. Not only were there traction engines, fairground organs and narrow gauge railways transporting passengers around the flower beds, but there were big main line Pacifics from BR and abroad, in steam and giving footplate rides.

Also in the late-1960s, the Tyseley steam centre in Birmingham was established, which was to play a major role in future main line steam operations.

By the time the Worth Valley branch was reopened, the Beeching report in 1963 had resulted in the closure of many thousands of miles of Britain's railways and led to many railway branch line revival schemes.

By the end of the 1960s, the supply of engines to run on these lines was drying up. The situation was only resolved by the fact Dai Woodham, a scrap merchant in Barry, South Wales, ended up with more than 200 ex-BR steam engines in his yard, but was too busy to get round to scrapping them.

Starting in 1968, no less than 213 of the engines were eventually rescued, with many of them now having been returned to service.

The South West now has many preserved railways, being a popular tourist area and with many closed branch lines, often of GWR origin running through scenic areas. The third BR standard gauge heritage line to reopen for regular steam passenger services was the GWR's Dart Valley branch in Devon, which was conceived as a commercial business as opposed to voluntary preservation.

The DVR quite quickly bought the Paignton to Kingswear branch as well, which seemed to offer even greater potential.

When the fourth former BR line reopened as a heritage railway in 1970, from Bridgnorth to Hampton Loade, in the West Midlands, it was a much more ambitious project than what had gone before.

The Severn Valley Railway was another five-mile branch when it opened, but was always going to be much more than that, and aimed to become a 16-mile, cross-country railway, linking three significant towns.

In 1969, most of the former Great Central Railway main line from Nottingham to London Marylebone closed and an even more ambitious scheme was launched to preserve a substantial stretch from Nottingham to Leicester as a double-track main line, where it would be possible to run express steam engines at speeds higher than the standard 25mph permitted.

Another ambitious scheme was the North Yorkshire Moors Railway, aiming to save a large part of the Malton to Pickering line.

The Stockton & Darlington Railway 150th anniversary celebrations in 1975 were followed by the opening of the impressive National Railway Museum in York, which replaced the original York Railway Museum and the Museum of British Transport in Clapham.

By the late-1970s, preserving a length of standard gauge railway line had become a very different proposition to that of 10 years earlier. Most lines had now been closed for a long time, and track had been lifted and buildings demolished. The only engines available were the increasingly derelict ones in Barry scrapyard. Nevertheless, new schemes were launched on an almost weekly basis.

One of the larger projects was the West Somerset Railway, from Minehead to Taunton, which would become one of the longest steam lines in the country.

The Gloucestershire Warwickshire Railway aimed to reopen the GWR route through the Cotswolds from Stratford-upon-Avon to Cheltenham, which had remained open until 1976, but did not run its first passenger services until 1984.

The Llangollen Railway is one of Britain's most popular and scenic heritage lines and was a late starter in preservation terms. It started with little more than the trackbed, but set out to rebuild the railway.

BR retained its narrow gauge Vale of Rheidol line for many years as its only steam-worked branch before finally selling it in 1989. Even this was not the last Welsh narrow gauge line to be preserved because in 1997 the Ffestiniog Railway reopened the first section of the Welsh Highland Railway, which it had decided to rebuild in its entirety,

The Romney, Hythe & Dymchurch Railway was opened in 1927 as a 'main line in miniature' but operating a public transport service. It was not 'preserved' until it was saved from closure by enthusiasts in the 1970s. The line staged a quintuple-headed train at a gala weekend in May 2015. STEVE TOWN

completing the job in 2011.

Another long-running revival project which is now making real progress is the narrow gauge Lynton & Barnstaple Railway, closed by the SR as long ago as 1935. Woody Bay station has been restored; a mile or so of track has been relaid so far; and replicas of the line's engines are able to haul genuine L&B stock.

There are also some narrow gauge lines of more recent construction, many built on former standard gauge trackbeds. Not only is the track easier to lay and maintain, but there is still a plentiful supply of narrow gauge steam locomotives in various parts of the world, or a new engine can be bought. Many of these are not really preserved railways but new lines carrying passengers for pleasure at a profit, just like the seaside lines of the early-1900s.

Narrow gauge lines include the Launceston Steam Railway in Cornwall and the Seaton Tramway, which both run on former London & South Western Railway trackbeds, and the Bure Valley and Wells & Walsingham railways on Great Eastern routes in Norfolk.

There are also new narrow gauge lines on green field sites, many running around garden centres and theme parks. Many seaside resorts have narrow gauge or miniature lines running around amusement parks. Some are of recent construction and diesel-operated, but some date back to Bassett-Lowke's pioneering 15in-gauge lines of the early-1900s. A few have survived to be saved for posterity by preservationists, particularly the Rhyl Miniature Railway, with similar engines designed by Greenly, but built locally in the 1920s.

None of the new narrow gauge lines though compares with the Statfold Barn Railway, which appeared 'from nowhere' on a farm near Tamworth in 2006. The line is the direct descendant of the Hunslet Engine Company, and has an international fleet of superbly restored narrow gauge steam engines that cannot be competed with anywhere in the world.

Darlington has made numerous contributions to the history of steam power and its preservation, but 2008 saw a new LNER Pacific steamed for the first time, when No. 60163 *Tornado* became the 50th LNER Peppercorn A1 Pacific, built in Darlington 42 years after the last one was scrapped by BR. Many railway revival schemes of the 1960s and 70s have met with great success, while some have made little progress, and there have been a small number of casualties, with one or two lines and steam centres closing completely.

The Bluebell Railway now runs for 13 miles and connects with the main line at East Grinstead. The M&GN society did not save the whole of the M&GNJR system, but in 1975 the North Norfolk Railway ran its first public trains between Sheringham and Weybourne, later extended to Holt, and now occasionally running over Network Rail to Cromer.

By 1987, the Severn Valley Railway had become a 16-mile, cross-country railway, linking three significant towns, just as it always intended. The North Yorkshire Moors Railway runs for 18 miles from Grosmont to Pickering, and has become Britain's most-popular heritage railway, also now running its trains over eight miles of Network Rail main line into Whitby.

The Great Central Railway has five miles of double-track main line and even runs non-passenger steam trains at main line speeds. The line should one day connect with the GCR Nottingham to give a heritage line from the outskirts of Leicester to the outskirts of Nottingham, almost as planned.

By 2018, the Gloucestershire Warwickshire line through the Cotswolds had reached 14 miles in length, running from Cheltenham Race Course to Broadway. The Llangollen Railway has reached Corwen, and also now has an enviable record not only for steam locomotive restoration but for building new ones.

Britain's heritage railways are divided into standard gauge and narrow gauge. The latter are listed separately.

Many of the larger narrow gauge lines were effectively main lines and one or two were part of BR. There is a wide variety of actual gauges, and in the narrower gauges, there is a difference between narrow gauge and miniature.

The smallest gauge which can be regarded as narrow gauge, as opposed to miniature, is 10¼in, such as the Wells & Walsingham Railway, in Norfolk. Some lines of this gauge also have locomotives which are more properly regarded as miniature.

Lines which run only petrol or diesel locomotives, often steam-outline, are not generally included, although a few are illustrated.

The LNER opened the first railway museum in York in 1926, which was replaced by a new National Railway Museum in 1975. A line-up of East Coast Main Line motive power is seen in the NRM in 2016: GNR 4-2-2 No. 1 and 4-4-2 No. 990 *Henry Oakley*, LNER A3 Pacific No. 60103 *Flying Scotsman*, and English Electric Deltic diesel D9002 *The King's Own Yorkshire Light Infantry*. PAUL BICKERDYKE

The Welsh Highland Railway closed in 1936, but was rebuilt by the Ffestiniog Railway, and opened from Caernarfon to Porthmadog in 2011. With snow-covered Mount Snowdon in the background, South African Railways NGG16 2-8-2+2-8-2 Beyer-Garratt No. 138 rounds the curve approaching Rhyd Ddu in March 2018. PHIL WATERFIELD

LOCATIONS

The locations are arranged alphabetically, by area, but broken down into standard gauge and narrow gauge, with major lines and centres first, plus a list of sites with individual engines on display.

Private sites are listed separately, and it must be emphasised these are not open to the public. The locomotives are privately owned and kept at private locations, not all of which welcome visitors by prior arrangement. Some locomotives are kept at private storage sites for local or national museums.

Many locomotives on the established lines offering a public service are not normally on public view. Engines under overhaul on heritage lines can now normally only be seen on a pre-arranged visit to the shed or works.

Preserved engines in main line use, steam and diesel, are usually based at train operating company's sites, which are private sites with no public access, but all engines listed as main line-certified ones are on public view when in main line use.

Details of the current condition of steam and BR diesel locomotives are included. This, of course, can change quickly as locomotives are withdrawn or overhauled, as can locations, with engines frequently being hired to other railways for short-term or long-term visits.

Britain's heritage railways have an almost infinite variety of locomotives and the list is constantly changing.

This book aims to list and illustrate the variety of locomotives which can be seen, with an indication of their current status. It must be appreciated locomotives are regularly resold or moved by their owners or withdrawn for overhaul or return to service after overhaul.

As far as possible a distinction is made between locomotives under overhaul and locomotives under restoration. Locomotives which have been working in preservation recently are generally considered to be undergoing overhaul for a return to service. Locomotives which are in a derelict condition and have not been used for many years are generally considered as under restoration; in some cases this may only be a cosmetic external restoration.

BRITISH MAIN LINE STEAM LOCOMOTIVES

This includes all steam locomotives which have been owned or used by a British main line railway company. As well as British Railways, this therefore includes pre-Grouping companies as far back as the Stockton & Darlington Railway, plus the War Department. It also includes new-build replica main line engines.

OVERSEAS/CONTINENTAL STEAM LOCOMOTIVES

Numerous steam locomotives of various gauges have now been imported from abroad for service in this country.

INDUSTRIAL STEAM LOCOMOTIVES

Steam locomotives survived in industrial service a little longer than on BR. Those that survived were nearly all 0-4-0 or 0-6-0 tanks and were easy to acquire for preservation, resulting in large numbers being preserved.

In fact the number of preserved railways grew so fast there were insufficient operational main line engines, and many now well-established lines started out relying on industrial steam power. A few railways have stuck with industrial power, but there remain many industrial steam engines that have never even been externally restored let alone returned to service.

Many railways have now progressed to main line steam power, and industrial engines are no longer given priority for overhaul.

There is, however, an increasing movement towards concentrating industrial steam locomotives at publicly accessible sites, where they can at least be given a cosmetic restoration and put on display.

BR DIESEL AND ELECTRIC LOCOMOTIVES

Diesel preservation had started in the early days of narrow gauge preservation, with various ancient petrol and diesel-powered units for shunting and works trains, followed by virtually all standard gauge heritage lines making use of industrial shunters, followed by the acquisition of more powerful ex-BR shunters for such jobs. GWR railcars and BR railbuses and DMU sets were also bought for heritage line use.

Eventually, main line diesels were bought for preservation to act as standby engines, or to be used in periods of high fire risk. Some were preserved for their own historical value and with so many diesels being withdrawn so quickly by BR, it was relatively easy for an individual, society or railway to acquire one. Nearly every railway now has a sizeable collection of main line diesels, but significant numbers are still a long way from being externally restored, let alone put back in service.

Many diesel locomotives owned by the specialist TOCs and stock hire companies are stored, some of them serviceable, but not registered for main line use. A substantial number are stored at heritage lines, and the serviceable ones do see use on their home line, but are not technically preserved. Similarly, many preserved diesel locomotives have been hired back to TOCs for main line use and some have even been bought by the TOCs so can no longer be regarded as 'preserved', even though they have been restored to original liveries in many cases..

Electric locomotives have their place in preservation, and are included, but only a handful see active service by virtue of being registered for main line use.

Industrial diesel locomotives are a subject in themselves and are not listed in this book in view of the large numbers of them. Railcars, diesel and electric multiple units are also excluded, although some industrial diesels and multiple-units are mentioned or illustrated.

RAILWAY INITIALS

BR	British Railways
CR	Caledonian Railway
FR	Furness Railway
GCR	Great Central Railway
GSWR	Glasgow & South Western Railway
GER	Great Eastern Railway
GJR	Grand Junction Railway
GNR	Great Northern Railway
GNSR	Great North of Scotland Railway
GWR	Great Western Railway
HR	Highland Railway
PTR	Port Talbot Railway
L&MR	Liverpool & Manchester Railway
LBSCR	London Brighton & South Coast Railway
LMR	Longmoor Military Railway
LMS	London Midland & Scottish Railway
LNER	London & North Eastern Railway
LNWR	London & North Western Railway
LSWR	London & South Western Railway
LTSR	London Tilbury & Southend Railway
LYR	Lancashire & Yorkshire Railway
MR	Midland Railway
MSLR	Manchester Sheffield & Lincolnshire Railway
NBR	North British Railway
NER	North Eastern Railway
NLR	North London Railway
NSR	North Staffordshire Railway
S&DR	Stockton & Darlington Railway
S&MR	Shropshire & Montgomeryshire Railway
SDR	South Devon Railway
SECR	South Eastern & Chatham
SDJR	Somerset & Dorset Joint Railway
SR	Southern Railway
TVR	Taff Vale Railway

ABBREVIATED INDUSTRIAL STEAM LOCOMOTIVE BUILDERS

A Porter	Aveling Porter
B Hawthorn	Black Hawthorn
B Peacock	Beyer Peacock
F Jennings	Fletcher Jennings
G Ritchie	Grant Ritchie
H Clarke	Hudswell Clarke
H Leslie	Hawthorn Leslie
Hughes	Hughes Locomotive Works, Loughborough
M Wardle	Manning Wardle
N Wilson	Nasmyth Wilson
RS	Robert Stephenson
RSH	Robert Stephenson & Hawthorns
T Green	Thomas Green

OVERSEAS LOCOMOTIVE BUILDERS

AFB	Anglo Franco-Belge, Belgium
Chz	Chrzanów, Poland
O&K	Orenstein & Koppel, Germany

DIESEL MANUFACTURERS

BRCW	Birmingham Railway Carriage & Wagon Works
BTH	British Thomson-Houston
EE	English Electric

NARROW GAUGE/MINIATURE RAILWAY SPECIALIST MANUFACTURERS

The more important manufacturers are listed here, together with a reference where relevant, to the chapter and location where further details can be found. There are many more manufacturers which in many cases have only constructed one miniature locomotive on a home-built basis.

A Keef	Alan Keef Ltd, Chapter Six.
Barnes	Albert Barnes, Chapter Seven,Rhyl
Berwyn	Berwyn Engineering, Chippenham.
Cagney	McGarigle, New York.
Curwen	David Curwen, Devizes, Chapter Five, Stapleford.
GNS	Great Northern Steam, Chapter Eight.
HCS Bullock	Farnborough, Chapter One, Eastleigh Lakeside.
Keith Hardy	Badgeworth, Cheltenham, Chapter Five, Sherwood.
B Taylor	Chapter Eight, Kirklees.
D Paxman	Davey Paxman, Colchester.
Exmoor	Exmoor Steam Railway, Chapter Two.
Moors VR	Moors Valley Railway, Chapter One.
R Marsh	Roger Marsh Engineering, Coventry.
S Lamb	Severn-Lamb Ltd, Alcester.
T Guest	Trevor Guest-owned G & S Engineering of Stourbridge, Chapter Nine.
Twining	Twining Models, Northampton, Chapter Five, Stapleford.
J Waterfield	James Waterfield, Chapter Six, Perrygrove.
Winson	Winson Engineering, Chapter Four, BVR.

STEAM LOCOMOTIVE TYPES

T	tank
TT	tank and tender
ST	saddle tank
PT	pannier tank
WT	well tank
CT	crane tank
VB	vertical boiler
G	geared

DIESEL LOCOMOTIVE TYPES

DE	diesel-electric
DM	diesel-mechanical
DH	diesel-hydraulic

AUTHOR:
Brian Sharpe

PRODUCTION EDITOR:
Nigel Devereux

PAGE DESIGN:
Craig Lamb
Kriele Ltd
design_lamb@btinternet.com

COVER DESIGN:
Michael Baumber

REPROGRAPHICS:
Paul Fincham
Jonathan Schofield

ADVERTISING:
Craig Amess
camess@mortons.co.uk

PUBLISHERS:
Steve O'Hara
Tim Hartley

PUBLISHING DIRECTOR:
Dan Savage

COMMERCIAL DIRECTOR:
Nigel Hole

MARKETING MANAGER:
Charlotte Park
cpark@mortons.co.uk

PRINTED BY:
William Gibbons and Sons,
Wolverhampton

ISBN:
978-1-911276-65-4

PUBLISHED BY:
Mortons Media Group Ltd,
Media Centre,
Morton Way,
Horncastle,
Lincolnshire
LN9 6JR.
Tel: 01507 529529

COPYRIGHT:
Mortons Media Group Ltd, 2018
All rights reserved.

All pictures marked * are published under a Creative Commons licence. Full details may be obtained at http://creativecommons.org/licences

MORTONS MEDIA GROUP LTD

No part of this publication may be produced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or any information storage retrieval system without prior permission in writing from the publisher.

The Mid Hants Railway commemorated the 40th anniversary of the end of Southern steam in 2007. Resident BR Standard 5MT 4-6-0 No. 73096 ran as No. 73029, while LNER A4 Pacific No. 60019 *Bittern* has just emerged from the works at Rothley after overhaul, its first steaming since 1973.

South East

PRESERVED RAILWAYS, MUSEUMS AND CENTRES – STANDARD GAUGE

THE first standard gauge preserved steam railway to run regular passenger services in Britain was the Bluebell Railway in Sussex in 1960. Starting with five miles of track, a couple of small tank engines and a couple of coaches, the Bluebell Railway has grown into one of the area's premier tourist attractions with 13 miles of track connecting with Network Rail at East Grinstead, and an unrivalled collection of superbly restored historic locomotives and rolling stock.

The Bluebell was followed by no fewer than five other major standard gauge heritage lines in the south-east of England: the Kent & East Sussex Railway, the Isle of Wight Steam Railway, the Mid Hants Railway, the Spa Valley Railway and the Swanage Railway. Another notable railway in the South East is the Romney, Hythe & Dymchurch Railway, which was opened in 1927 as 'main line in miniature', but offering a public transport service.

It was a commercial business, not voluntary preservation though, and was only 'preserved' when threatened with closure in the 1970s. Narrow gauge lines were relatively rare in the South East, but the 2ft 6in-gauge Bowaters paper mill railway in Kent closed in 1969 and was transformed almost overnight into the Sittingbourne & Kemsley Light Railway. There are also some narrow gauge lines of more recent construction, including several attached to industrial heritage centres.

BLUEBELL RAILWAY, SHEFFIELD PARK, WEST SUSSEX.

The Bluebell Railway was the first preserved standard gauge steam-operated passenger railway in the world to run a public service, operating its first train on August 7, 1960, less than three years after the line from East Grinstead to Lewes had been closed by British Railways. This was nine years after the narrow gauge Talyllyn Railway in North Wales had been reopened by enthusiasts and three years before Dr Beeching published his report recommending closure of many thousands of miles of Britain's main line railway system.

Closure was first proposed in 1954. An acrimonious battle between BR and the users of the line lasted for three years, with the line being closed and then reopened after a legal challenge. Final closure came on March 17, 1958.

The society's initial aim was to reopen the whole line from East Grinstead to Culver Junction as a commercial service using a two-car DMU, but this plan came to nothing.

The committee then recommended that the stretch of track between

A cavalcade of Bluebell Railway locomotives at Sheffield Park. LBSCR A1X 0-6-0T No. 55 *Stepney* leads classmate No. 72 *Fenchurch*, SECR P class 0-6-0T No. 27 and C class 0-6-0 No. 592, LBSCR E4 0-6-2T No. 473, SR U class 2-6-0 No. 1638 and Bulleid Battle of Britain Pacific No. 34059 *Sir Archibald Sinclair*. On the right are visiting Aveling Porter 2-2-0WT *The Blue Circle*, Fletcher Jennings 0-4-0WT *Captain Baxter* and Bulleid West Country Pacific No. 34023 *Blackmoor Vale*. PHIL BARNES

Sheffield Park and Horsted Keynes could be run as a tourist attraction, with vintage locomotives and stock operated by unpaid volunteers. The society bought a couple of small tank engines from BR and a couple of coaches, leased five miles of track and started running trains. At first, the railway remained connected to BR, which still ran trains from Haywards Heath to East Grinstead through Horsted Keynes, but this line closed in 1963. The society had always planned to work northwards towards East Grinstead, where the line could be reconnected with the national network. After 34 years of running a five-mile branch line, The Bluebell Railway completed its first extension – from Horsted Keynes to Kingscote – in April 1994, relaying track through Sharpthorne Tunnel, the longest on a UK heritage railway.

Beyond Kingscote though was more problematical. It took until 2003 for the purchase of the final pieces of the by-then privately owned trackbed to be completed. A major problem was the former landfill site in the 30ft-deep cutting just south of Imberhorne Viaduct, which had been filled with domestic waste by East Grinstead Town Council. Removal of the waste, mostly by rail, began in 2008 and was completed in 2012.

Tracklaying continued and on March 7, 2013, the last section of track was formally joined, using a white fishplate. The extension to East Grinstead was officially opened on Saturday, March 23, finally reconnecting the Bluebell Railway to the national rail network for the first time in 50 years. It operates a daily service throughout the summer and on most winter weekends.

Today, the 11-mile long railway is still managed and run largely by volunteers.

Having preserved a number of steam locomotives in the early-1960s, today it has more than 30 steam locomotives, the largest collection in the UK after the National Railway Museum. The collection of coaches is equally impressive, many vehicles having been restored at considerable expense.

The original 0-6-0Ts are still on the line and kept in working order as far as possible, but the engines in the collection now include much larger ones, with even a brand new 'Brighton Atlantic' nearing completion.

The line was one of the few to follow a strictly no-diesel policy for many years, but has now relented.

British main line steam locomotives

9017 *Earl of Berkeley*	GWR Dukedog 4-4-0	1938		awaiting overhaul
27	SECR P 0-6-0T	1910		under overhaul
178	SECR P 0-6-0T	1910		in service at NRM
323 *Bluebell*	SECR P 0-6-0T	1910		in service
263	SECR H 0-4-4T	1905		in service
65	SECR O1 0-6-0	reb 1908		in service
592	SECR C 0-6-0	1902		awaiting overhaul
55 *Stepney*	LBSCR A1X 0-6-0T	1875		static display
473 *Birch Grove*	LBSCR E4 0-6-2T	1898		awaiting overhaul
72 *Fenchurch*	LBSCR A1X 0-6-0T	1872		awaiting overhaul
96 *Normandy*	LSWR B4 0-4-0T	1893		awaiting overhaul
488	LSWR Radial 4-4-2T	1885		on display
30064	SR USA 0-6-0T	1943		awaiting overhaul
30541	SR Q 0-6-0	1939		in service
1618	SR U 2-6-0	1928		awaiting overhaul
1638	SR U 2-6-0	1931		awaiting overhaul
847	SR S15 4-6-0	1936		in service
928 *Stowe*	SR Schools 4-4-0	1934		under overhaul
21C123 *Blackmoor Vale*	SR WC 4-6-2	1946		awaiting overhaul
34059 *Sir Archibald Sinclair*	SR BB 4-6-2	reb 1960		under overhaul
2650	NLR 0-6-0T	1881		awaiting overhaul
73082 *Camelot*	BR 5MT 4-6-0	1955		in service
75027	BR 4MT 4-6-0	1954		under overhaul
80064	BR 4MT 2-6-4T	1953		awaiting overhaul
80100	BR 4MT 2-6-4T	1955		awaiting restoration
80151	BR 4MT 2-6-4T	1957		under overhaul
84030	BR 2MT 2-6-2T			under conversion from 2-6-0 78059
92240	BR 9F 2-10-0	1958		awaiting overhaul
32424 *Beachy Head*	LBSCR 4-4-2			new-build under construction

Industrial steam locomotives

Captain Baxter	0-4-0WT	F Jennings	158	1877	in service, at Didcot
4 *Sharpthorn*	0-6-0ST	M Wardle	641	1877	on display

BR diesel locomotive

D4106	Class 09 0-6-0DE	in service

CHATHAM HISTORIC DOCKYARD, KENT

Chatham Dockyard covered 400 acres and was one of the Royal Navy's main facilities for several hundred years until it was closed in 1984.

After closure, parts of the dockyard became a commercial port and a mixed commercial, residential and leisure development. Eighty acres, comprising the 18th century core of the site, was transferred to a charity called the Chatham Historic Dockyard Trust and is now open as a maritime museum. It claims to be the world's most complete dockyard of the 'age of sail'.

The site is also home to a dockyard railway that has a diverse collection of locomotives and rolling stock, some of which can be seen in operation throughout the year.

At Chatham Historic Dockyard, Peckett 0-4-0ST *Little Lady* passes *HMS Gannet*, built at Sheerness in 1878. GEOFF SILCOCK

Industrial steam locomotives

8 *Invicta*	0-4-0ST	Barclay	2220	1946	under overhaul
Little Lady	0-4-0ST	Peckett	1903	1936	in service
361 *Ajax*	0-4-0ST	RSH	7042	1941	in service

EAST KENT RAILWAY, SHEPHERDSWELL, KENT

The East Kent Railway (EKR) was constructed to serve the Kent coalfields. The preserved section's headquarters are at Shepherdswell station on the London to Dover Priory main line, and trains run along the branch as far as Eythorne. The preservation group was formed in 1987 to preserve part of the abandoned line as far as Tilmanstone colliery and ran its first train in 1995. The line is operated by diesel locomotives and multiple units. The EKR operates on most Sundays and Bank Holidays between April and September and selected Saturdays in midsummer.

Avonside 0-6-0ST *St Dunstan*, English Electric 0-6-0 diesel-hydraulic *Richborough Castle* and a SR electric unit at Shepherdswell on the East Kent Railway. PHIL BARNES

Industrial steam locomotive

St Dunstan	0-6-0ST	Avonside	2004	1924	awaiting restoration

BR diesel locomotives

08676	Class 08 0-6-0DE	in service
08865	Class 08 0-6-0DE	in service

ROTHER VALLEY RAILWAY, ROBERTSBRIDGE, KENT

At Robertsbridge, a separate railway preservation project has been set up by the Rother Valley Railway. It has the aim to rebuild the track and run services east from the main line railway station to connect with the KESR at Bodiam.

The site at Robertsbridge has been cleared and is undergoing major redevelopment, including new track and a new station. History has repeated itself in that the A21 trunk road crosses the trackbed, and there will need to be expensive bridge works. Some landowners have been resistant to selling agricultural land for railway development. However, the first advertised passenger service ran over the short, rebuilt section in 2011, and during 2013 the line was reopened and the first steam trains were operated, although services are currently restricted to occasional gala days only.

Planning permission has been granted for the reinstatement of the line between Northbridge Street and Junction Road. Application has been made for a Transport and Works Act order, which will hopefully give statutory powers to rebuild the line.

LBSCR A1X 'Terrier' 0-6-0T No. 32670 at Robertsbridge during the Rother Valley Southern steam day in 2013. PHIL BARNES

BR diesel locomotive

D2112	Class 03 0-6-0DM	in service

ISLE OF WIGHT STEAM RAILWAY, HAVENSTREET

By 1890, the Isle of Wight was served by an extensive network of lines, operated by three different companies.

The first railway on the Isle of Wight opened in 1862 and the line from Ryde to Newport was opened in 1875.

In the 19th century, the island was isolated and economcally quite poor, and its railways had little traffic and were badly maintained. They relied on already elderly equipment transferred from the mainland. Inevitably, railway closures came early to the island. By 1966, the island's trains were incredibly outdated. Most of the remaining lines closed, the ancient steam engines and their even older coaches were withdrawn and only the Ryde to Shanklin line was retained, electrified and operated by second-hand London tube trains.

A small group of enthusiasts formed the Wight Locomotive Society and raised funds to preserve one of the last steam locomotives – LSWR O2 0-4-4T No. 24 *Calbourne* – and a number of carriages.

In 1971, the Isle of Wight Railway Co Ltd was formed to buy the 1½-mile section from Wootton to Havenstreet. The railway has been gradually extended from Havenstreet towards Ryde, reaching Smallbrook Junction in 1991, where a new interchange station was built, allowing passengers to connect with Island Line trains.

The Isle of Wight Steam Railway now runs for 5½ miles from Smallbrook Junction to Wootton on part of the Isle of Wight Central Railway Ryde to Newport line. At Havenstreet, the line has a station and its headquarters, locomotive shed and workshops.

Much of the passenger stock on the line is of pre-Grouping origin, some bought from BR in 1966, but supplemented by four-wheeled vehicles salvaged from farmyards and restored. This is of particular historic interest as representing an earlier era than almost all other preserved railways in Britain.

The original steam locomotive was supplemented by types which previously ran on the island, and the railway now has an impressive fleet of operational engines which many mainland lines would envy.

Class 05 diesel shunter D2554 on the Isle of Wight Steam Railway, at Havenstreet. D2554 worked on the island for BR. PHIL BARNES

LSWR O2 0-4-4T No. 24 *Calbourne* departs from Ashey on the Isle of Wight Steam Railway.
NICK GILLIAM

British main line steam locomotives

24 *Calbourne*	LSWR O2 0-4-4T	1891	in service
8	LBSCR A1X 0-6-0T	1876	in service
11	LBSCR A1X 0-6-0T	1878	in service
110 *Burgundy*	LBSCR E1 0-6-0T	1877	under overhaul
41298	LMS 2MT 2-6-2T	1951	in service
41313	LMS 2MT 2-6-2T	1952	in service

Industrial steam locomotives

38 *Ajax*	0-6-0T	Barclay	1605	1918	awaiting overhaul
37 *Invincible*	0-4-0ST	H Leslie	3135	1915	awaiting repair
192 *Waggoner*	0-6-0ST	Hunslet	3792	1953	under overhaul
198 *Royal Engineer*	0-6-0ST	Hunslet	3798	1953	in service

BR diesel locomotives

D2059	Class 03 0-6-0DM	in service
D2554	Class 05 0-6-0DM	in service

The future of the island's railway system is unclear and it is not impossible the Isle of Wight Steam Railway's trains could run into Ryde one day.

Wickham railbus Laboratory 20 – a track recording car, now adapted for passenger use – is a unique and popular vehicle on the Lavender Line.
PHIL BARNES

LAVENDER LINE, ISFIELD, EAST SUSSEX

The Lavender Line runs on a short section of the LBSCR Lewes to Uckfield Railway, which opened in October 1858.

The East Grinstead line originally branched off the Uckfield line at Culver Junction. This junction finally closed in 1958 with the loss of the East Grinstead to Lewes line, part of which was to become the Bluebell Railway.

Closure of the Lewes to Uckfield line was a long, drawn-out process as it was a fairly well-used line, but it finally closed in May 1969 after a bridge in Lewes was declared unsafe. There were proposals for reopening, which delayed the sale of any of the trackbed for 15 years.

On June 16, 1983, Isfield station was bought at auction by Dave and Gwen Milham, with the intention of restoring it. The rebuilding began immediately, including the laying of new track.

The station was named 'The Lavender Line'. Steam engines were bought: a couple of industrial tanks and a WD Austerity 2-10-0, which was imported from Greece and christened *Dame Vera Lynn* by the Second World War 'forces sweetheart' herself at the station in August 1986.

This engine inevitably proved to be too big and was resold.

Ownership of the station passed from the Milham family in 1991, and the mile-long railway is now run by the Lavender Line Preservation Society.

Trains operate throughout the year, using either a steam engine or a DMU.

Industrial steam locomotives

Empress	0-6-0ST	Bagnall	3061	1954	in service, loan from Mangapps

Overseas steam locomotive

Yvonne	0-4-0VBT	Cockerill	2945	1920	under overhaul

BR diesel locomotive

D4113	Class 09 0-6-0DE	in service

KENT & EAST SUSSEX RAILWAY, TENTERDEN, KENT

The Kent & East Sussex Railway has a very different history to that of most other preserved standard gauge steam railways, having started life as a 'light railway'. It was one of the first standard gauge railway preservation schemes, following on quickly after the Bluebell Railway, on the other side of Sussex.

By the mid-19th century, Kent was well-served by railway lines, but all had avoided the town of Tenterden. After a further 50 years of abortive schemes, it was the passing of the Light Railways Act in 1896 which would eventually bring the railway to the town.

A group of citizens proposed a railway from Robertsbridge to Tenterden – the Rother Valley Railway. Construction was supervised by Holman F Stephens, who had attained the rank of Lieutenant Colonel in the Territorial Army in 1916, and was subsequently known as Colonel Stephens.

The Light Railways Act 1896 basically allowed railways to be built on the cheap, but subject to lower speed restrictions. The line was opened between Robertsbridge and Rolvenden in 1900, with the station at Rolvenden being named Tenterden, even though it was two miles away. After a couple more years of abortive proposals, the section from the original Tenterden terminus to the present Tenterden Town was opened in April 1903. In 1904, the Rother Valley Railway changed its name to the Kent & East Sussex Light Railway.

The line from Tenterden to Headcorn opened in May 1905. The KESR was not included in the Grouping of the railways into the 'Big Four' in 1923, and continued its independent existence.

By 1924, the section from Tenterden to Headcorn was operating at a loss, with the Southern Railway liable for this under the terms of an agreement made by the South Eastern & Chatham Railway when the line was built.

A busy scene at Rolvenden on the Kent & East Sussex Railway with GWR 0-6-0PT No. 1638, Norwegian State Railways 21c 2-6-0 No. 376 and SR USA 0-6-0T No. 30065. GEOFF COURTNEY

In 1931, Colonel Stephens died, and the KESR came under the control of Stephen's assistant William Austen, who was later appointed Official Receiver for the line. He negotiated with the Southern Railway to obtain serviceable replacement stock, and in 1936 hired SECR P class 0-6-0T No. 1556. The whole line was relaid with heavier rail in 1939.

On January 1, 1948, the line became part of BR's Southern Region on Nationalisation. Newer locomotives and stock were provided by BR.

However, regular passenger services ceased; the last train ran on January 2, 1954 from Robertsbridge to Headcorn, hauled by two LBSCR A1X 'Terrier' 0-6-0Ts – Nos. 32655 and 32678.

Freight trains continued, and even occasional passenger trains, but the last passenger train before closure was a Locomotive Club of Great Britain railtour on June 11, 1961.

There were immediately proposals to preserve the line. Difficulties in obtaining the necessary Light Railway (Transfer) Order, mainly because of concerns over level crossings on now-busy A-roads, meant it was 1974 before the line partially reopened over the two miles between Tenterden and Rolvenden. It was extended to Wittersham Road in 1977 and Northiam in 1990, then to Bodiam in 2000, and an extra mile to the site of Junction Road halt in 2011, giving a total length of 11½ miles.

The railway inevitably suffered from the legacy of Colonel Stephens' cheap and poor construction, but the preserved railway has made major improvements, and has operated locomotives far bigger than anything which could have been entertained in Stephens' day. The locomotive fleet has included locomotives associated with the original KESR, plus such rarities as a BTH Bo-Bo diesel from Fords works at Dagenham and a GWR railcar.

Colonel Stephens controlled a number of light railways across the country. Situated at Tenterden is the Colonel Stephens Railway Museum. This houses a number of exhibits, including a wax dummy of Stephens, telling the story of the man himself and his railway

British main line steam locomotives

1638	GWR 0-6-0PT	1951	in service
6619	GWR 0-6-2T	1928	awaiting overhaul
4253	GWR 2-8-0T	1917	under restoration
5668	GWR 0-6-2T	1926	awaiting restoration
753	SECR P 0-6-0T	1909	under overhaul
32670	LBSCR A1X 0-6-0T	1872	awaiting overhaul
32678	LBSCR A1X 0-6-0T	1880	in service
65	SR USA 0-6-0T	1943	under overhaul
WD300 *Frank S Ross*	SR USA 0-6-0T	1943	in service
Gazelle	S&MR 2-2-0	1997	on display

Continental steam locomotive

376 *'Norwegian'*	NSB 21c 2-6-0	1919	in service

Industrial steam locomotives

23 *Holman F Stephens*	0-6-0ST	Hunslet	3791	1952	awaiting overhaul
25 *Northiam*	0-6-0ST	Hunslet	3797	1953	in service
14 *Charwelton*	0-6-0ST	M Wardle	1955	1917	under overhaul
12 *Marcia*	0-4-0T	Peckett	1631	1923	awaiting repair

BR diesel locomotives

D2023	Class 03 0-6-0DM	in service
D2024	Class 03 0-6-0DM	on display
D3174 *Dover Castle*	Class 08 0-6-0DE	awaiting restoration
D4118	Class 09 0-6-0DE	in service
D9504	Class 14 0-6-0DH	in service
D9529 (14029)	Class 14 0-6-0DH	in service at NVR
D6570 *Ashford*	BRCW Type 3 Bo-Bo	stored
25244	BR/Sulzer Type 2 Bo-Bo	awaiting restoration

MID HANTS RAILWAY, ALRESFORD, HAMPSHIRE

The Mid Hants Railway runs for 10 miles from Alresford to Alton, where it connects with the national network. The line gained its name the Watercress Line in the days that it was used to transport locally grown watercress to markets in London. The line opened on October 2, 1865 as the Mid-Hants Railway, but trains were operated by the London & South Western Railway, which eventually bought the Mid-Hants Railway Company in 1884.

Just outside Medstead & Four Marks station, the line is at its highest point: 652ft above sea level. This section of line became known as 'the Alps', because of the steep gradients to this point from both directions.

The line survived the 'Beeching Axe' in 1963, but was eventually closed by BR in February 1973. There had been previous unsuccessful attempts to establish a heritage line in Hampshire, first at Longmoor, then on the Meon Valley line, but this time the preservationists were successful.

The section of line from Alresford to Alton was bought from BR in November 1975 and reconstruction of the line progressed in stages. Alresford to Ropley reopened on April 30, 1977, but track had to be relaid and the extension to Medstead & Four Marks was not opened until May 1983, and the final section to Alton in May 1985.

The main locomotive shed and workshops were constructed at Ropley. As a late starter in railway preservation terms, many engines were obtained from Barry scrapyard and restoration took some time. Disputes with locomotive owners resulted in many of the line's first batch of locomotives moving away and being replaced by a somewhat different fleet in recent years. Two National Collection locomotives are in the working fleet, although *Lord Nelson* is currently away at Eastleigh for overhaul.

British main line steam locomotives

499	LSWR S15 4-6-0	1920	under restoration
506	LSWR S15 4-6-0	1920	under overhaul
828 *Harry H Frith*	SR S15 4-6-0	1927	under overhaul
925 *Cheltenham*	SR Schools 4-4-0	1934	in service
850 *Lord Nelson*	SR 4-6-0	1926	under overhaul at Eastleigh
34007 *Wadebridge*	SR WC 4-6-2	1945	awaiting overhaul
34058 *Sir Frederick Pile*	SR BB 4-6-2	reb 1960	under restoration
34105 *Swanage*	SR WC 4-6-2	1950	under overhaul
35005 *Canadian Pacific*	SR MN 4-6-2	reb 1959	under overhaul at Eastleigh
41312	LMS 2MT 2-6-2T	1952	in service
45379	LMS 5MT 4-6-0	1937	in service
73096	BR 5MT 4-6-0	1955	awaiting overhaul
75079	BR 4MT 4-6-0	1956	under overhaul
76017	BR 4MT 2-6-0	1953	in service
80150	BR 4MT 2-6-4T	1956	under restoration

Industrial steam locomotive

Thomas (Linda)	0-6-0T (rebuilt from 0-6-0ST)	Hunslet	3781	1952	in service

BR diesel locomotives

03197	Class 03 0-6-0DM	in service, loan from Mangapps
08032	Class 08 0-6-0DE	under overhaul
D3358	Class 08 0-6-0DM	stored
08377	Class 08 0-6-0DE	in service
'12049' (12082)	Class 11 0-6-0DE	in service
33053	BRCW Type 3 Bo-Bo	in service
33202 *Dennis G Robinson*	BRCW Type 3 Bo-Bo	in service, loan from Mangapps
47579 *James Nightall GC*	Brush Type 4 Co-Co	in service, loan from Mangapps
50027 *Lion*	Class 50 EE Type 5 C-Co	in service

SR Schools class 4-4-0 No. 925 *Cheltenham* arrives at Rothley on the Mid Hants Railway, passing LMS Ivatt 2MT 2-6-2T No. 41312. It is on loan from the National Collection. PHIL BARNES

Visiting Class 50 diesel No. 50026 *Indomitable* departs from Eridge on the Spa Valley Railway. In the background is Hunslet 0-6-0ST *Ring Haw*, on hire from the North Norfolk Railway, and on the right is a Southern train on the Uckfield line. DAVID STAINES

SPA VALLEY RAILWAY, TUNBRIDGE WELLS WEST, KENT

The Spa Valley Railway runs for five miles along the former Wealden Line between Tunbridge Wells Central and Lewes from Tunbridge Wells West station to High Rocks, Groombridge, and Eridge, where it links with Network Rail's Oxted Line.

The LBSCR opened Tunbridge Wells West in 1866, from where there were direct services to the South Coast at Brighton and Eastbourne and to London Victoria. However, the line between Tunbridge Wells and Eridge was listed for closure in 1966, only to be subsequently reprieved.

Closure eventually came on July 6, 1985. The Tunbridge Wells and Eridge Railway Preservation Society (TWERPS) was formed in September 1985, to purchase and reopen the line. It was a long struggle, and a large Sainsbury's supermarket complex was built on the site of Tunbridge Wells West goods yard, although the 1891 locomotive shed and station building were protected as listed buildings. The impressive original station building is unfortunately not part of the railway.

In 1996, the North Downs Steam Railway relocated from Dartford, where it was experiencing vandalism problems, and merged with TWERPS.

Also in 1996, the line was acquired as far as Birchden Junction. A new platform was built, from where services began running just under a mile to Cold Bath Bridge in December 1996. Services were extended to Groombridge in August 1997 and to Birchden Junction in 2005.

On March 25, 2011 the Spa Valley Railway extended passenger services to Eridge, where there is a footbridge interchange with Southern services on the London Bridge to Uckfield line.

As a late starter, the line has seen relatively few main line steam engines, and steam services have often been in the hands of industrial tank engines. There is, however, a sizeable fleet of main line diesels on the railway.

British main line steam locomotives

32650	LBSCR A1X 0-6-0T			1876	under overhaul
47493	LMS 3F 0-6-0T			1928	under overhaul
52322	LYR A class 0-6-0			1896	in service, loan from ELR
68077	LNER J94 0-6-0ST			1946	stored

Industrial steam locomotives

Topham	0-6-0ST	Bagnall	2193	1922	stored
3 *Lady Ingrid*	0-4-0ST	Barclay	2315	1951	under overhaul
57 *Samson*	0-6-0ST	RSH	7668	1950	stored
62 *Ugly*	0-6-0ST	RSH	7673	1950	in service

BR diesel locomotives

15224	SR 0-6-0DE	stored
09026 *Cedric Wares*	Class 09 0-6-0DE	under overhaul
D3489 *Colonel Tomline*	Class 10 0-6-0DE	in service
31289 *Phoenix*	Brush Type 2 A1A-A1A	in service
33063 *R J Mitchell*	BRCW Type 3 Bo-Bo	in service
33065 *Sea Lion*	BRCW Type 3 Bo-Bo	under overhaul
33201	BRCW Type 3 Bo-Bo	in service
73140	Bo-Bo electro-diesel	in service

Restoration of BR Standard 9F 2-10-0 No. 92207 at Shillingstone will be a long-term project.

SHILLINGSTONE STATION, DORSET

Shillingstone station was on the Somerset and Dorset Joint Railway, between Bath and Bournemouth, which closed on March 7, 1966.

Since 2001, the Shillingstone Railway Project (North Dorset Railway Trust) has been working to reopen the station as a heritage railway attraction. The main building has been renovated, and opened to the public as a museum, shop and refreshment room in 2008.

The medium-term aim is to restore 1,200ft of single-track line with a loop through the platforms.

British main line steam locomotives

92207 *'Morning Star'*	BR 9F 2-10-0	1959	under restoration at S&D Steam
'30075' (62.669)	Yugoslavian JZ Class 62 0-6-0T (SR USA design)	1960	under overhaul
'30076' (62.521)	Yugoslavian JZ Class 62 0-6-0T (SR USA design)	1954	on display

BR diesel locomotive

08895 *Kidwelly*	Class 08 0-6-0DE	under restoration off-site

SWANAGE RAILWAY, DORSET

The Swanage Railway was a late starter in heritage railway terms and struggled to establish itself. There was little local support initially, although it was an ideal branch for a heritage steam line.

It opened in 1885 and amalgamated with the LSWR in 1886. Swanage became a popular holiday resort, and as well as local services the branch saw through trains from Waterloo. Traffic on the branch declined in the 1960s, but the line was not recommended for closure in the Beeching report in 1963, with the passenger service not withdrawn until 1972.

The Swanage Railway Society was formed with the objective of restoring a community railway service linking to the main line at Wareham, which would be 'subsidised' by the operation of steam-hauled trains during the summer.

However, BR lifted the track during the summer, and at first neither Dorset County Council nor Swanage Town Council backed the society's plans to restore the railway, being more interested in new road schemes and disposing of land for development. Eventually though, in 1979, a short line was reopened out of Swanage, extending to Harman's Cross by 1988.

In 1995, the railway reopened from Swanage through Corfe Castle to Norden. In January 2002, the track was temporarily joined with the Furzebrook freight line at Motala, and the Purbeck branch line was once again complete, 30 years to the day after it was closed.

A brand-new Virgin Trains Class 220 'Voyager' unit became the first main line train to use the new temporary track, when it made a special journey to Swanage. The first public passenger-carrying steam service since 1967 was 'The Dorset Coast Express' from Victoria on Saturday, May 2, 2009.

The railway works at Herston, on the outskirts of Swanage, are not physically connected to the running line.

The Swanage Railway ran its first diesel-hauled passenger train into Wareham station in June 2017, to mark the start of a two-year trial public service using diesel trains, operating on 60 days during that summer. Although popular, these have not been financially successful.

The railway has an impressive collection of steam locomotives, mostly of SR origin, and among its diesel fleet are main line-registered locomotives.

SR Battle of Britain Pacific No. 34070 *Manston* and U class 2-6-0 No. 31806 at Swanage.

British main line steam locomotives

30053	LSWR M7 0-4-4T	1905	awaiting overhaul
563	LSWR T3 4-4-0	1893	at Flour Mill
30120	LSWR T9 4-4-0	1899	in service
31625	SR U 2-6-0	1929	awaiting overhaul
31806	SR U 2-6-0	1928	in service
31874	SR N 2-6-0	1925	under overhaul
34010 *Sidmouth*	SR WC 4-6-2	reb 1959	under restoration
34028 *Eddystone*	SR WC 4-6-2	reb 1958	under overhaul
34053 *Sir Keith Park*	SR BB 4-6-2	reb 1958	in service
34070 *Manston*	SR BB 4-6-2	1947	under overhaul at SVR
34072 *257 Squadron*	SR BB 4-6-2	1948	in service
80104	BR 4MT 2-6-4T	1955	in service

Industrial steam locomotive

Secundus	0-6-0WT	Belliss & Seeking	1874	on display

BR diesel locomotives

08476	Class 08 0-6-0DE	under repair at Battlefield
D3551	Class 08 0-6-0DE	in service
D3591	Class 08 0-6-0DE	in service
D6515 *Lt Jenny Lewis RN*	BRCW Type 3 Bo-Bo	in main line service
33111	BRCW Type 3 Bo-Bo	in service

PURBECK MINING & MINERAL MUSEUM, NORDEN (2ft)

This museum, next to Norden station, on the Swanage Railway, is about the history of ball clay mining in the Isle of Purbeck.

The group has relocated a redundant mine too, and built a 2ft-gauge railway around the site, with a new engine shed. It plans to extend the railway over the bridge over the Swanage Railway.

RIGHT: Quarry Hunslet 0-4-0ST *Cloister* visiting the Purbeck Mining & Mineral Museum, Norden in April 2015. DON BENN

Looking almost like a model railway scene: one-time Longmoor Military Railway Avonside 0-6-0ST *Woolmer* on display at the Milestones Living History Museum at Basingstoke. Also visible are 1903-built Portsmouth tram No. 84 and part of the replica Winchester Chesil station. PHIL BARNES

Locations with individual locomotives on display

BASINGSTOKE, MILESTONES LIVING HISTORY MUSEUM, HAMPSHIRE

Industrial steam locomotive

Woolmer	0-6-0ST	Avonside	1572	1910	on display

DOVER TRANSPORT MUSEUM, KENT

Industrial steam locomotive

St Thomas	0-6-0ST	Avonside	1971	1921	on display

Bagnall 2-4-0T *Polar Bear* – originally from the Groudle Glen Railway, on the Isle of Man – at Amberley. PHIL BARNES

BELOW: Twelve internal combustion locomotives join forces on a train at Amberley. PHIL BARNES

AMBERLEY MUSEUM & HERITAGE CENTRE, NEAR ARUNDEL, WEST SUSSEX. 2ft.

This museum was founded in 1979 by the Southern Industrial History Centre Trust. It is a 36-acre open-air museum, next to Amberley railway station, dedicated to the industrial heritage of south-east England, particularly aspects of the history of communications and transport.

It is sited in a former chalk quarry, where the chalk was converted into lime for use in mortar and cement. Remaining on site are several kilns, including a De Witt set, and associated buildings, including offices, bagging shed and locomotive shed.

The Amberley Museum and Heritage Centre Railway has a varied collection of engines and rolling stock ranging from 18in gauge to 5ft 3in. It operates passenger trains at the museum using a mixture of steam, internal combustion and battery-electric locomotives.

Back in 1960, the Dorking Greystone Lime Co of Betchworth, Surrey, was disposing of its railway stock, and the company's general manager wanted to to see the locomotives preserved. The London Area Group of the Narrow Gauge Railway Society (NGRS) bought one of the pair of 3ft 2¼in-gauge Fletcher Jennings 0-4-0Ts – *Townsend*

Steam locomotives

Polar Bear	2-4-0T	Bagnall	1781	1905	in service
Peter	0-4-0ST	Bagnall	2067	1918	in service
Barboullier	0-4-0WT	Decauville	1126	1947	awaiting overhaul
Townsend Hook	3ft 2¼in 0-4-0T	F Jennings	172L	1880	on display
23 *Guinness*	5ft 3in 0-4-0T	Spence	29L	1920	on display

Hook. After a while on display at Sheffield Park station on the Bluebell Railway, an alternative home was found at a disused chalk pit in Brockham, only a stone's throw from *Townsend Hook's* old stamping grounds at Betchworth.

The Brockham Museum Trust was formed as a separate entity to the NGRS, although the NGRS retained ownership of *Townsend Hook*. In 1967 the museum acquired Bagnall 2-4-0T *Polar Bear* from the Groudle Glen Railway, on the Isle of Man.

The museum continued to expand, but by the early-1980s the limited access to the site forced a transfer away from Brockham, and Amberley was chosen as the new site.

In 1982, the Brockham Museum closed and moved its entire stock to Amberley. This influx, including several steam locomotives, enabled the operation at Amberley to be expanded to include a passenger-carrying line.

A line was built running along one side of the pit between Amberley and Brockham stations. The inaugural train in 1984 was hauled by *Polar Bear*, by that time back in steam.

Motor Rail four-wheeled diesel *Bunty* on the standard gauge line at Amberley. PHIL BARNES

The railway holds its annual gala weekend on the second weekend of July each year, in addition to two industrial trains days in April and October.

Fowler 0-4-2T No. 10 *Zambesi* and 0-6-0WT No. 9 Limpopo on the Bredgar & Wormshill Railway. ALAN CROTTY

BREDGAR & WORMSHILL RAILWAY, NR SITTINGBOURNE, KENT. 2ft.

This line is about half a mile in length, built by a group of friends in the early- 1970s. It is a fully operational line, operated to a high standard, with a station, engine sheds and workshops at Warren Wood station, and a smaller station at the other end of the line, known as Stony Shaw.

The line is open to the public on the first Sunday of each month throughout the summer to raise money for various charities.

The line has a varied collection of mainly engines imported from overseas and restored to a very high standard.

On open days a number of other attractions are on display, including vintage cars, a model railway, a showman's road locomotive, a traction engine and a steam roller.

Steam locomotives

No. 4 *Armistice*	0-4-0ST	Bagnall	2088	1919	in service
No. 10 *Zambesi*	0-4-2T	Fowler	13573	1912	in service
No. 9 *Limpopo*	0-6-0WT	Fowler	18800	1930	under overhaul
No. 1 *Lady Joan*	0-4-0ST	Hunslet	1429	1922	in service
No. 7 *Victory*	0-4-2T	Decauville	246	1897	in service
No. 105 *Siam*	2ft 6in 0-6-0WT	Henschel	29582	1956	in service
No. 2 *Katie*	0-6-0WT	Jung	3872	1931	under overhaul
No. 6 *Eigiau*	0-4-0WT	O&K	5668	1912	in service
No. 8 *Helga*	0-4-0WT	O&K	12722	1936	under overhaul
No. 1 *Bronhilde*	0-4-0WT	Schwartskopff	9124	1927	in service

BURSLEDON BRICKWORKS INDUSTRIAL MUSEUM, NR SWANWICK, HAMPSHIRE. 2ft.

This is a volunteer-run brickworks museum based in the village of Swanwick, Hampshire, thought to be the last Victorian steam-driven brickworks left in the UK. The works once produced more than 20 million bricks a year, but closed in 1974. The site was saved from demolition, with the south section being listed, but the north section was demolished. The Bursledon Brickworks Museum Trust has operated the museum since 2016. At the heart of the museum is the original brick-making machinery.

Bagnall 0-4-0ST *Wendy* in action at Bursledon Brickworks. JAMES HAMILTON

The steam engine and machinery was restored about 20 years ago and is operated on special events. There is also a 2ft-gauge railway, operated by the Hampshire Narrow Gauge Railway Society.

Steam locomotive

Wendy	Bagnall 0-4-0ST	2091	1919	in service
Cloister	Hunslet 0-4-0ST	S42	1891	in service

EASTLEIGH LAKESIDE RAILWAY, HAMPSHIRE. 10¼in/7¼in.

A dual-gauge light railway was established in Eastleigh Lakeside Park in 1992, originally as a temporary layout.

A more permanent track was laid in 1993, as the railway company was granted a three-year lease.

Two stations were opened in 1999 and the railway has continued to extend.

There is a substantial fleet of locomotives on both gauges, mostly miniature versions of main line prototypes.Only the historic 10¼in-gauge locomotives built by Herbert Bullock of Farnborough in the 1930s are listed here.

No. 8 *David Curwen* on the Eastleigh Lakeside Railway. DON BENN

Steam locomotives

No. 1001 *The Monarch*	4-6-2	H Bullock	1932	in service
No. 1002 *The Empress*	4-6-2	H Bullock	1933	in service
No. 1003 *Western Queen*	4-6-2	H Bullock	1933	in service
No. 2005 *Silver Jubilee*	4-6-2	H Bullock	1935	in service
No. 2006 *Edward VIII*	4-6-2	H Bullock	1936	in service

LITTLEHAMPTON RAILWAY, WEST SUSSEX. 12¼in.

The Littlehampton Railway opened in 1948 to the unusual gauge at the time of 12¼in.

Two 4-6-4 steam locomotives were built by T J Thurston, a former employee of famous miniature locomotive builder H Bullock.

The line has gone through many changes, and has recently been refurbished by TIR Ltd. New stock has been introduced to the line, comprising of a heavy duty Bo-Bo diesel locomotive and two enclosed coaches. There is currently no steam power.

The railway runs along the seafront and is operated by the Littlehampton Heritage Railway Association, in association with Arun District Council, and staffed entirely by volunteers.

EXBURY GARDENS RAILWAY, NR BEAULIEU, HAMPSHIRE. 12¼in.

Exbury Gardens is a famous 200-acre informal woodland garden that belongs to a branch of the Rothschild family. It is situated in the village of Exbury, just to the east of Beaulieu, across the river from Bucklers Hard.

Exbury has a large collection of rhododendrons, azaleas and camellias, and is considered to be one of the finest gardens of its type in the UK.

In the north-east corner of the gardens there is also the 12¼in-gauge Exbury Steam Railway, which goes on a journey across the pond in Summer Lane garden, along the top of the rock gardens and into the American garden.

The railway was built in 2000/2001 and two 0-6-2 tender tank locomotives were built specifically for the line by the Exmoor Steam Railway.

The railway, however, has proved to be more popular than anyone had anticipated, with trains often needing to be double-headed. To solve this problem, a much larger 2-6-2 tender locomotive called *Mariloo* was built at Exmoor, and entered service on the line in 2008.

Exmoor-built 0-6-2TTs *Naomi* and *Rosemary* at the Exbury Gardens Railway. PHIL BARNES

It is notable for having carried HM The Queen on a footplate trip around the railway.

Steam locomotives

Rosemary	0-6-2TT	Exmoor	315	2001	in service
Naomi	0-6-2TT	Exmoor	316	2002	in service
Mariloo	2-6-0	Exmoor	326	2008	in service

GREAT BUSH RAILWAY, TINKERS PARK, NR HADLOW DOWN, UCKFIELD, EAST SUSSEX. 2ft.

The Great Bush Railway is a private 2ft-gauge line running around the edge of Tinkers Park, Sussex. It is operated by the Claude Jessett Trust Company, and is 500 metres long.

The line was laid down by Claude Jessett as an attraction to accompany the yearly steam rallies, and as a replacement for an earlier miniature railway that ran around his garden.

The railway only runs on Tinkers Park events.

ABOVE RIGHT: Orenstein & Koppel 0-6-0WT No. 28 *Sao Domingos* at work on the Great Bush Railway at Tinker's Park. PHIL BARNES

Steam locomotive

28 *Sao Domingos*	0-6-0WT	O&K	11784	1928	in service

Hunslet 0-4-0ST *Jerry M* at Hollycombe. PHIL BARNES

THE HOLLYCOMBE STEAM COLLECTION, NR LIPHOOK, HAMPSHIRE. 2ft.

This collection dates back to the late-1940s and started with traction engines before moving on to road vehicles and fairground rides. In the late-1960s it was extended again to cover railways.

A 2ft-gauge line was started in 1967 using equipment bought from Dinorwic slate quarries. As well as this 1½-mile, 2ft-gauge line there is a miniature railway, but the standard gauge line has been abandoned.

In the 1980s a society was formed by volunteers to take over and operate what had become a huge collection.

Steam locomotives

Standard gauge					
Commander B	0-4-0ST	H Leslie	2450	1899	on display
2ft gauge					
Jerry M	0-4-0ST	Hunslet	638	1895	in service
70 *Caledonia*	0-4-0WT	Barclay	1995	1931	under overhaul

MIZENS RAILWAY, WOKING, SURREY.

This is a miniature railway, but with several larger items of rolling stock on static display, including a driving trailer from an SR electric unit and an LNER tender, which is owned by a group hoping to build a B17 4-6-0.

LEFT: South African Class A 4-8-2T No. 196, built by Dubs in Glasgow in 1899, is unveiled on arrival at the Mizens Railway in 2013. NBLPG

Overseas steam locomotive

190	3ft 6in-gauge	South African Class A 4-8-2T		1899	on display

HAYLING SEASIDE RAILWAY, HAYLING ISLAND, HAMPSHIRE. 2ft.

The Hayling Seaside Railway operates passenger trains between Beachlands and Eastoke Corner. It began life as the East Hayling Light Railway (ELHR), formed by Bob Haddock.

Havant Borough Council had already decided to turn the disused railway line on the island into a cycleway and footpath, so it was not possible for it to be reopened. Some members, including Haddock, decided to create their own railway elsewhere on Hayling Island, and after numerous setbacks, a site was found in the Mill Rythe Holiday Camp, where the EHLR was constructed, and ran successfully for many years.

Havant Council decided to include a railway in its draft plan for Hayling's popular pleasure beach, but refused planning permission to build it. It took 12 years of campaigning before the council's decision was overturned by the Department of the Environment.

The EHLR at Mill Rythe was closed, and work started in October 2001 on the building of Beachlands station. The new line finally opened to passengers on July 5, 2003, as the Hayling Seaside Railway, with a mile of track in place.

It is still mainly a diesel-operated railway, but occasionally hires steam locomotives from another railway.

Diesel-hydraulic 0-4-0 *Jack* on the Hayling Seaside Railway. PHIL BARNES

The Moors Valley Railway terminus. MVR

MOORS VALLEY RAILWAY, ASHLEY HEATH, NR RINGWOOD, HAMPSHIRE. 7¼in.

This railway was planned, built and operated by Jim Haylock. He had originally opened a smaller line at Tucktonia, Christchurch, but when a better site became available five years later at the Moors Valley country park, Jim moved the railway.

It was constructed at its present location in 1985/86 and opened to the public in July 1986.

The first locomotives were built by Roger Marsh Engineering of Hinckley in the 1970s, but most of the current fleet has been built in the railway's workshops.

The railway is fully signalled, with two signalboxes, and has 17 steam engines and two diesels.

The Moors Valley runs throughout the year. It is more of a miniature line than true narrow gauge, but is operated to main line principles.

Steam locomotives

3 *Talos*	0-4-2T	Roger Marsh	1978	
4 *Tinkerbell*	0-4-2T	Roger Marsh	1968	
5 *Sapper*	4-6-0	Marsh / Haylock	1982	
6 *Medea*	2-6-2TT	Moors VR	1981	
7 *Aelfred*	2-6-4T	Moors VR	1985	
9 *Jason*	2-4-4T	Moors VR	1989	
10 *Offa*	2-6-2	Moors VR	1991	
11 *Zeus*	2-6-2	Moors VR	1991	
12 *Pioneer*	4-6-2	Moors VR	1992	
14 *Horton*	2-4-0	Moors VR	1991	
15 *William Rufus*	2-4-0+0-4-2	Moors VR	1997	awaiting overhaul
17 *Hartfield*	2-4-4T	M Colbourne	1989	
Ivor	0-4-2T	T Crowhurst	1997	
18 *Thor*	4-6-2	private	1995	
19 *Athelstan*	2-8-0	private	2005	
24 *Perseus*	0-4-2T	Paul Ash	2006	under overhaul
Guinevere	2-4-0	private	2015	
Hestia	0-4-2	private	2015	
Emmet	2ft-gauge 0-4-0T	reb MVR	2003	in service loan to Old Kiln
Katie	15in-gauge 0-4-2T	FMB/ Marsh	1983	under construction

Couillet 0-4-0T *Chuquitanta* at work on the Richmond Light Railway. STUART CHAPMAN

RICHMOND LIGHT RAILWAY, HEADCORN, KENT. 2ft.

This is a new railway, but held its first open day in August 2014, with five locomotives in steam.

One locomotive was built by the Belgian firm of Couillet for Decauville, the French narrow gauge military railway specialists. It was named *Chuquitanta* because of its small size and weight of only 3½ tonnes.

The locomotive was discovered while on static display inside a restaurant, which had been built on the site of the sugar cane plant in Peru, where it had worked.

Steam locomotives

Elin	0-4-0ST	Hunslet	705	1899	under overhaul
Chuquitanta (Decauville 36)	0-4-0T	Couillet	810	1885	in service
Susan	0-4-0WT	O&K	3136	1908	in service
Anne Marie	0-4-0WT	Jung	2569	1918	on display
Jenny	0-4-0WT	Jung	3175	1921	in service
Leary	0-4-0VBT	Foulds		2010	in service loan from Ffestiniog

The entire present-day locomotive fleet of the Romney, Hythe & Dymchurch Railway on shed at New Romney. RHDR

ROMNEY HYTHE & DYMCHURCH RAILWAY, KENT. 1FT 3IN.

This railway was the dream of two millionaire racing drivers – Captain 'Jack' Howey and Count Louis Zborowski. The latter had already constructed a railway at his home in Kent, but was killed in a motor racing accident at the Monza Grand Prix in October 1924 before the project got off the ground, and Howey continued the project alone.

The railway was conceived and constructed as a public service, not as a tourist attraction, although it now relies on tourist trade. After looking at various sites across the country, Howey decided in 1925 New Romney to Hythe was the ideal location for his proposed 15in-gauge railway. Henry Greenly was commissioned by Howey to supervise the construction of the railway and design the locomotives. Because it involved crossing public highways, a Light Railway Order was necessary. The railway was opened on July 16, 1927.

The line was quickly extended 5½ miles from New Romney to Dungeness, double-track throughout, apart from a balloon loop on which the station at Dungeness was sited. The line now runs for 13¾-miles from Hythe via Dymchurch to Dungeness.

The railway was taken over by the military during the Second World War, and a miniature armoured train was used on the line.

From 1926 to 1978, the railway, which carries more than 150,000 passengers each year, held the title of the 'smallest public railway in the world', but since then, public railways to narrower gauges have been opened.

Since 1971, the railway has been owned by the Romney, Hythe & Dymchurch Railway plc. The two largest shareholders in the plc are the Romney, Hythe & Dymchurch Railway Association, and until his death in 2018, the late Sir William McAlpine Bt, leader of the consortium, which saved the railway from closure in 1972.

The day-to-day operation of the railway is in the hands of a full-time permanent staff of around 35, but at the height of the operating season there are more than 60 staff on the payroll, supplemented by a dedicated team of fully trained volunteers.

All 10 original steam locomotives remain in service, each covering up to 10,000 miles a year.

Steam locomotives

1 *Green Goddess*	4-6-2	D Paxman	21499	1925	under overhaul
2 Northern Chief	4-6-2	D Paxman	21500	1925	in service
3 *Southern Maid*	4-6-2	D Paxman	22070	1926	in service
4 *The Bug*	0-4-0TT	Krauss	8378	1926	in service
5 *Hercules*	4-8-2	D Paxman	22071	1926	in service
6 *Samson*	4-8-2	D Paxman	22072	1926	in service
7 *Typhoon*	4-6-2	D Paxman	22073	1926	in service
8 *Hurricane*	4-6-2	D Paxman	22074	1926	in service
9 *Winston Churchill*	4-6-2	Yorkshire	2294	1931	in service
10 *Doctor Syn*	4-6-2	Yorkshire	2295	1931	in service
11 *Black Prince*	4-6-2	Krupp	1664	1937	in service

THE ROYAL VICTORIA RAILWAY, ROYAL VICTORIA COUNTRY PARK, NETLEY, HAMPSHIRE. 10¼IN.

The Royal Victoria Country Park was once the largest military hospital in the world. This 10¼in-gauge volunteer-run line runs for around one mile round the park with views of Southampton Water.

The current line opened in early-1997, and the first steam engine – *Isambard Kingdom Brunel* – arrived that year. Most of the locomotives have been acquired from other railways, often in a derelict state.

Among locomotives on the line are *Basil the Brigadier*, an articulated 2-6-0+0-6-2, built by Kitsons of Leeds 1938 for the Surrey Border and Camberley Railway. The engine was converted from a scale locomotive to a narrow gauge outline while at the Shillingstone Light Railway. The locomotive was re-imported from Belgium.

Trevithick and *Isambard Kingdom Brunel* were built for the Age of Steam in Cornwall.

No. 5 *Sammy the Sargent* was designed by David Curwen and built by P Bowers in the railway's workshops, entering service in 2017.

There are also a number of engines on the line which are more properly regarded as miniature and not used for public passenger services, including *Royal Scot*, which was built in 1938 by Bassett-Lowke, and is the only 10¼in Royal Scot to have been built by the company. It worked at the Hastings Miniature Railway and Oakhill Manor Railway before being exported to the USA, and was re-imported in 2002.

2-6-0s *Isambard Kingdom Brunel* and newly completed *Sammy the Sargent* in steam on the Royal Victoria Railway. DON BENN

Steam locomotives

2 *Basil the Brigadier*	2-6-0+0-6-2	Kitson	1938	
3 *Trevithick*	0-6-2T	Roger Marsh	1976	in service
4 *Isambard Kingdom Brunel*	2-6-0	David Curwen	1977	in service
5 *Peter the Private*	2-6-0	Eastleigh Lakeside	2017	in service
6100 *Royal Scot*	4-6-0	Bassett-Lowke	1938	

Bagnall 0-6-2T *Triumph*, No. 2511 of 1934, at Ridham Dock, on the Sittingbourne & Kemsley Light Railway, with Hudson-Hunslet four-wheel diesel No. 4182 *Victor*.

SITTINGBOURNE & KEMSLEY LIGHT RAILWAY, KENT. 2ft 6in.

This line was the last commercial steam-operated narrow gauge railway in Britain when it closed in 1969. It was donated by its owners to the Locomotive Club of Great Britain (LCBG) to quickly become a preserved steam railway.

The line was developed as an industrial railway by paper maker Frank Lloyd in 1904, to transport pulp materials and finished products between Ridham Dock, on the River Swale, and the company's paper mill at Sittingbourne, and from the mid-1920s to a second mill at Kemsley.

In 1905, the horse-drawn tramway operating around the paper mill was upgraded to steam operation with the purchase of two steam locomotives – *Premier* and *Leader* – which both celebrated their 100th birthday in 2005. Other locomotives were bought for use on the railway as the network expanded.

When the railway was closed by its then owners Bowater, the LCGB accepted an offer to operate the railway from 1970.

However, the section of line from Kemsley Down to Ridham Dock was abandoned to enable redevelopment of the paper mills.

In 2008/09, the line survived a threat of closure because of the new owners of Sittingbourne Paper Mill closing the mill and selling the land; the lease then held by the railway expired in January 2009.

Negotiations resulted in the railway being saved, although no public trains ran in 2009.

A few trains ran in October 2010 to celebrate 40 years of operation, and in 2011 the railway reopened in late-May and operated until the end of September.

Maintenance of Sittingbourne Viaduct was a problem, but 2012 saw the railway return to the viaduct when it reopened on Sunday, May 27.

Several representatives of the two main types of locomotive which operated the line are included in the present collection.

Steam locomotives

Premier	0-4-2ST	Kerr Stuart	886	1905	under restoration
Leader	0-4-2ST	Kerr Stuart	926	1905	in service
Melior	0-4-2ST	Kerr Stuart	4219	1924	in service
Unique	2-4-0F	Bagnall	2216	1923	on display
Alpha	0-6-2T	Bagnall	2472	1932	cosmetic restoration
Triumph	0-6-2T	Bagnall	2511	1934	awaiting overhaul
Superb	0-6-2T	Bagnall	2624	1940	in service

Standard gauge

	0-4-0F	Barclay	1876	1925	on display
Bear	0-4-0ST	Peckett	614	1896	on display

SOUTH DOWNS LIGHT RAILWAY, PULBOROUGH, WEST SUSSEX. 10¼in.

The South Downs Light Railway at Stopham Road, Pulborough, operates around the grounds of Pulborough Wyevale garden centre.

The railway is owned and operated by the South Downs Light Railway Society.

During the latter part of 2006 the line was extended, and a new engine shed and carriage sheds have recently been added.

An extensive collection of steam and internal combustion locomotives hauls the train services.

Steam locomotives

Pulborough	0-4-2T	Exmoor	319	2004
Peggy	0-4-2T	Exmoor	334	2007
Alice	0-4-0STT	G Favell		2001

Canterbury & Whitstable Railway 0-4-0 *Invicta* in the Canterbury Heritage Museum. The engine is due to go on display at a new site in the future. ROBIN JONES

VOLKS ELECTRIC RAILWAY, BRIGHTON, SUSSEX. 2ft 8½in.

Volk's Electric Railway is the oldest operational electric railway in the world.

It was built by Magnus Volk, the first section being completed in August 1883, and runs along a length of Brighton seafront.

In April 1940, Brighton Corporation took control of the line, but four months later, Second World War defensive preparations caused the line to close. The corporation began to rebuild the line in 1947, and it reopened in 1948.

In 1995 the Volk's Electric Railway Association was formed to help the operator, now Brighton & Hove City Council, promote and operate the line.

It is operated as an historical seafront tourist attraction, running between Aquarium and Black Rock.

There are seven electric cars and one diesel locomotive in operation, with an additional two electric cars on static display elsewhere.

Private Sites

CANTERBURY HERITAGE MUSEUM. CLOSED

Invicta	Canterbury & Whitstable 0-4-0	stored

EASTLEIGH WORKS

British main line steam locomotives

E850 *Lord Nelson*	SR 4-6-0	1926	overhaul for MHR
35005 *Canadian Pacific*	SR MN 4-6-2	reb 1959	overhaul for MHR

BR diesel locomotives

47771	Brush Type 4 Co-Co	under restoration for Chinnor
50021 *Rodney*	Class 50 EE Type 5 Co-Co	under restoration
50026 *Indomitable*	Class 50 EE Type 5 Co-Co	under repair at SVR

MARGATE, LOCOMOTIVE STORAGE LTD, KENT

British main line steam locomotive

4464 *Bittern*	LNER A4 4-6-2	1937	awaiting overhaul

BR diesel locomotive

D9016 *Gordon Highlander*	EE Deltic Type 5 Co-Co	awaiting overhaul

PORTLAND, SOUTH COAST STEAM, DORSET.

Industrial steam locomotive

35 *Rhiwnant*	0-6-0ST	M Wardle	1317	1895	under restoration

PRESTON SERVICES, NR CANTERBURY, KENT.

Traders in steam equipment for road, rail and marine use, with the company sometimes dealing in complete steam locomotives.

Narrow gauge (as opposed to miniature or model locomotives) currently advertised for sale on its website are:

Beckton No. 1	Standard gauge 0-4-0T	Neilson	4444	1892	
Charles Wytock	2ft-gauge 4-4-0T	Bagnall	2819	1946	(at L&B)
	2ft-gauge 0-10-0	O&K	10956		
	2ft-gauge 0-10-0	O&K	10957		
	2ft-gauge 0-10-0	O&K	11309		
	2ft-gauge 0-10-0	O&K	12470		
	2ft-gauge 0-10-0	O&K	13101		

ST LEONARDS DEPOT, KENT.

This main line EMU depot is leased and operated by St Leonards Railway Engineering Limited. It is a sister company to Hastings Diesels Ltd, which bases its preserved Hastings diesel-multiple-unit No. 1001 at the depot, and uses it on main line railtours around the country.

A variety of main line locomotives and units are maintained and overhauled at the depot for main line use, with occasional visits by preserved diesel locomotives for works attention.

BR diesel locomotive

07011 *Cleveland*	Class 07 0-6-0DE	in service

SELLINDGE, KENT.

This is a restoration site used by Southern Locomotives Ltd and other organisations.

Main line steam locomotives

35011 *General Steam Navigation*	SR MN 4-6-2	reb 1959	under restoration
35025 *Brocklebank Line*	SR MN 4-6-2	reb 1956	under restoration
68078	LNER J94 0-6-0ST	1946	under restoration

Industrial steam locomotive

Antwerp	0-6-0ST	Hunslet	3180	1944	awaiting overhaul

Overseas steam locomotives

799	Finnish 5ft-gauge Vr1 0-6-0T	1925	in store
1134	Finnish 5ft-gauge Tk3 2-8-0	1946	in store

SOMERSET & DORSET STEAM, POOLE.

BR steam locomotive

92207 *'Morning Star'*	BR 9F 2-10-0	1959	under restoration for Shillingstone

Industrial steam locomotives

Cunarder	0-6-0ST	Hunslet	1690	1931	under overhaul

UNKNOWN, KENT.

1928 *Alan Gladden*	Swedish SJ 2-6-4T	under cosmetic restoration

LEFT: *Pulborough* passes a miniature *Flying Scotsman* on shed at the South Downs Light Railway. PHIL BARNES

Newly built by Alan Keef Ltd, replica Baldwin 2-4-2T *Lyn* heads a train of rebuilt L&B coaches away from Killington Lane on the relaid section of the Lynton & Barnstaple Railway on its first day in service – September 30, 2017. TONY NICHOLSON / L&B

South West

PRESERVED RAILWAYS, MUSEUMS AND CENTRES – STANDARD GAUGE

The South West is home to a considerable quantity and variety of preserved railways, being a popular tourist area and with many closed branch lines, often of GWR origin, running through scenic areas.

The third BR standard gauge heritage line to reopen for regular steam passenger services was the GWR's Dart Valley (DVR) branch in Devon in 1969, which was conceived as a profit-making venture. The DVR quite quickly bought the Paignton to Kingswear branch as well, which seemed to offer even greater potential.

It eventually sold the DVR, which became the South Devon Railway, and the two lines have continued to flourish despite their close proximity.

A larger project was the West Somerset Railway, at Minehead, which is one of the longest steam lines in the country, while the Bodmin & Wenford Railway keeps GWR branch line steam alive in Cornwall.

Swindon was once the centre of the GWR's operations. A railway museum was opened by BR in 1962 – it has now been superseded by STEAM, which opened in 2000 in part of the railway workshops.

Former Southern branches have not proved as popular in the area as GWR ones, but a long-running revival project, which is now making real progress, is the narrow gauge Lynton & Barnstaple Railway, closed by the SR as long ago as 1935.

Woody Bay station has been restored, a mile or so of track has been relaid so far, and replicas of the line's engines are able to haul genuine L&B stock.

Hopefully, it will not be long before serious progress is made with reinstating the track.

Other new narrow gauge lines have been built from scratch in recent years, including the Launceston Steam Railway and the Seaton Tramway, which both run on former London & South Western Railway trackbeds.

BIDEFORD AND TORRINGTON STATIONS, NORTH DEVON.

The LSWR branch to Bideford closed completely in 1982. The Bideford & Instow Railway intended to reopen part of the branch and operated trains over a short distance for a while until vandalism prevented it continuing.

Bideford station and Instow signalbox are still open occasionally and there is rolling stock on site.

Meanwhile, at Torrington station, further along the branch, the station building was converted to a public house, and then to a restaurant/cafe.

In July 2008, a railway preservation society called the Tarka Valley Railway was formed to create a heritage railway. The society has laid a short section of track next to the platforms, and there is some rolling stock on display, including an industrial diesel.

Longer-term objectives would see the development of a tourist railway, extending as far as Bideford.

Four-wheeled Hibberd Planet diesel No. 3832 at Bideford station.

Visiting GWR 2-6-2T No. 5521, carrying London Transport livery and numbered L150, departs from Bitton past Class 31 diesel D5518. The 2-6-2T has hauled main line passenger trains in Poland, but is currently being overhauled at Bill Parker's Flour Mill workshops in the Forest of Dean. HENRY THOMAS

AVON VALLEY RAILWAY, BITTON, GLOUCESTERSHIRE.

The Avon Valley Railway is part of a Midland Railway line in the middle of Great Western territory. The Midland Railway extended from Carlisle in the north to London in the south, but also to Bristol. A branch from Mangotsfield, near Bristol, gave the company a route into Bath. It opened in 1869, running parallel to the GWR main line, the other side of the River Avon.

The line closed to passengers under the Beeching cuts in 1966, although coal traffic to Bath gasworks continued until 1971, after which the track was lifted.

A slightly unusual move saw a group of local people, with the then local MP Robert Adley, set up the Bristol Suburban Railway Society to reopen the route.

The society based itself at Bitton station and started passenger services in a small way in 1978. Now known as the Avon Valley Railway, three miles of track has so far been reinstated, and steam motive power is predominantly industrial, but with occasional main line visitors.

British main line steam locomotive

44123	LMS 4F 0-6-0			1925	under restoration

Industrial steam locomotives

Edwin Hulse	0-6-0ST	Avonside	1798	1918	under restoration
WD132 *Sapper*	0-6-0ST	Hunslet	3163	1944	on loan from ELR
Littleton No. 5	0-6-0ST	M Wardle	2018	1922	awaiting overhaul
No. 9	0-6-0T	RSH	7151	1944	awaiting overhaul
No. 31	0-6-0T	RSH	7609	1950	under overhaul at ESR
4wVBT		Sentinel	7492	1928	on display

Overseas steam locomotive

4015 *Karel*	0-6-0T	Polish Tkh49		1947	in service

BR diesel locomotives

D2994 *Avon*	Class 07 0-6-0DE				awaiting repairs
08202	Class 08 0-6-0DE				in service
31101	Brush Type 2 A1A-A1A				under repair
31130 *Calder Hall Power Station*	Brush Type 2 A1A-A1A				in service

BERE FERRERS STATION, TAMAR BELLE RAILWAY HERITAGE CENTRE, DEVON.

Bere Ferrers was once on the LSWR main line to Plymouth, but is now a stop on the Tamar Valley branch from Plymouth to Gunnislake.

Visitors can stay in restored sleeping car accommodation. As well as the 0-4-0ST, there are standard and narrow gauge diesels, carriages and other rolling stock.

Peckett 0-4-0ST *Hilda* on display at the Tamar Belle, Bere Ferrers station.

Industrial steam locomotive

Hilda	0-4-0ST	Peckett	1963	1938	on display

The National Railway Museum's LSWR Beattie 2-4-0WT No. 30587 departs from Bodmin Parkway station on the Bodmin & Wenford Railway.

BODMIN & WENFORD RAILWAY, CORNWALL.

This railway is a unique 'Y-shape'.

The broad gauge Cornwall Railway had a station at Bodmin Road, on the main line to Penzance, which became part of the GWR in 1876. The standard gauge branch from Bodmin Road (now Bodmin Parkway) to Bodmin General, three and a half miles, opened in 1887.

A further line, from Bodmin General to Boscarne Junction, a distance of three miles, opened in September 1888 to connect with the Bodmin & Wadebridge Railway, which had opened in 1834 from Wadebridge to Wenfordbridge, with a branch to Bodmin Town. The Bodmin & Wadebridge line was taken over by the London & South Western Railway in 1847.

The various routes gradually closed, but the line to Wenfordbridge remained open for china clay traffic until October 3, 1983, when complete closure took place. Efforts to reopen the GWR branch as a heritage steam railway began shortly after closure, and the first open day was held in 1986. Regular services between Bodmin Parkway and Bodmin General were restored in 1990, and the branch to Boscarne Junction reopened in 1996. The line was a late starter in the business, but the unusual 'Y'-shaped railway has been exceptionally successful. Motive power has increasingly become GWR steam, but with other (sometimes large) visiting engines, plus occasional industrial steam and main line diesels.

British main line steam locomotives

4612	GWR 0-6-0PT	1942	in service
6435	GWR 0-6-0PT	1937	in service
5552	GWR 2-6-2T	1928	under overhaul
4247	GWR 2-8-0T	1916	in service
3298	LSWR 2-4-0WT	1874	in service

Industrial steam locomotives

Judy	0-4-0ST	Bagnall	2572	1937	in service
75178	0-6-0ST	Bagnall	2766	1944	in service
19	0-4-0ST	Bagnall	2962	1950	awaiting overhaul
Alfred	0-4-0ST	Bagnall	3058	1953	awaiting overhaul

BR diesel locomotives

D3559	Class 08 0-6-0DE	in service
D3452	Class 08 0-6-0DE	in service
33110	BRCW/Sulzer Type 3 Bo-Bo	in service
37142	EE Type 3 Co-Co	in service
47306 *The Sapper*	Brush/Sulzer Type 4 Co-Co	under overhaul
D442 *Triumph*	Class 50 Co-Co	under overhaul

Industrial steam locomotives

S3 *Portbury*	0-6-0ST	Avonside	1764	1917	in service
3	0-6-0ST	Fox Walker	242	1874	in store
S9 *Henbury*	0-6-0ST	Peckett	1940	1937	under overhaul

BRISTOL HARBOUR RAILWAY.

Bristol Harbour is a particularly historic site and home to Brunel's *SS Great Britain*. The original railway serving the port opened in 1872 between Temple Meads and the Floating Harbour, and extended in 1876 to Wapping Wharf.

The Temple Meads connection was closed in 1964, but coal traffic continued into the docks via Ashton Gate until 1987.

In 1978, the preserved railway was established as an element of Bristol Industrial Museum, using local industrial locomotives, representing all three Bristol locomotive builders

The Bristol Harbour Railway now runs for about a mile along the south side of Bristol Harbour, starting at M Shed, and is operated by Bristol Museums Galleries & Archives.

ABOVE LEFT: Avonside 0-6-0ST S3 *Portbury* is seen at night in Bristol Harbour. KARL HEATH

DARTMOOR RAILWAY, MELDON QUARRY, DEVON.

The Dartmoor Railway has a particularly complicated history as a heritage line, but was once part of the LSWR main line from Waterloo to Plymouth and North Cornwall, which opened as a through route in 1876.

Many of the LSWR routes in the South West were axed in the 1960s, but this stretch was kept open to transport ballast from Meldon Quarry for use on all parts of BR's Southern Region.

From Crediton the line parallels the Tarka Line to the site of the former Coleford Junction. Heading west, it then serves Sampford Courtenay, Okehampton and Meldon Quarry.

The quarry and the stretch of line from Coleford Junction were subsequently sold to Aggregate Industries, which together with Devon County Council, Dartmoor National Park and RMS Locotec, formulated a community railway to serve the Dartmoor National Park.

Class 08 0-6-0DE D4167 and Class 31 No. 31452 in the snow at Okehampton on the Dartmoor Railway in March 2018. D WV HUNT

The railway reopened to regular passenger services in 1997 with the formation of Dartmoor Railway. A summer Sunday passenger service was introduced from Exeter to Okehampton as part of the Dartmoor Rover network, but it has never been possible for Dartmoor Railway trains to connect with this service.

The route from Coleford to Meldon is owned by Aggregate Industries, while the Coleford to Crediton section is owned by Network Rail. The line is leased to and maintained by the Dartmoor Railway CIC, which operates some services and enables access to the line by other operators. Volunteers provided by the Dartmoor Railway Supporters Association assist the railway operation in many of its activities.

In 2008 the Dartmoor Railway was acquired by British American Rail Services Ltd, set up by Iowa Pacific Holdings, with the aim to increase freight usage of the line and re-introduce passenger services from Okehampton to Exeter. While these have not yet come to fruition they are always a future possibility. In 2011 the quarry was mothballed, leading to the suspension of ballast and stone trains.

In the meantime, heritage services have been running over the past 10 years and will continue to develop. Motive power is generally a Class 205 diesel unit, but a Class 31, the last to work in main line service up to 2017, is now based on the line. There has been a variety of motive power over the years and steam-hauled services have also operated from time to time. Large numbers of diesel locomotives were stored at the quarry for many years.

Industrial steam locomotive

S103 *Firefly*	0-6-0T	H Clarke	1864	1952	under overhaul

BR diesel locomotives

D4167	Class 08 0-6-0DE	in service
31452	Brush Type 2 A1A-A1A	in service (DCR)

DARTMOUTH STEAM RAILWAY, PAIGNTON, DEVON.

This is a busy and profitable railway, still run as a commercial undertaking as opposed to a volunteer-operated heritage line.

The original South Devon Railway's (SDR) Torquay branch was extended to Kingswear in 1864, and in 1876 the SDR was absorbed into the GWR.

The Dart Valley Railway (DVR), from Totnes to Buckfastleigh, was reopened in 1969, but within a few years the nearby Paignton to Kingswear line was threatened with closure by BR.

The DVR acquired this section of line as well on closure and started train services immediately in 1973, the third standard gauge preserved GWR railway.

The line is a main line and able to carry the largest and heaviest locomotives in Britain. It still carried substantial traffic in summer and had more commercial potential than the Dart Valley branch, just a few miles away. The larger locomotives were moved from the DVR to the TSR in late-1972. The Totnes to Buckfastleigh branch was eventually sold, to become the South Devon Railway. It was initially marketed as the Torbay Steam Railway, to avoid confusion with the DVR, but this changed to the Paignton & Dartmouth Railway, and it is now officially the Dartmouth Steam Railway & River Boat Company.

GWR 4-6-0 No. 7827 *Lydham Manor* climbs away from Goodrington on the Dartmouth Steam Railway. KEN WOOLLEY

Its attempts to run year-round daily passenger service were unsuccessful, but by concentrating on the tourist market it has found commercial success. It sticks to its GWR roots though, and frequently sees 10-coach, steam-hauled railtours arriving from the main line.

British main line steam locomotives

4555	GWR 2-6-2T	1924	under overhaul
5239 *Goliath*	GWR 2-8-0T	1924	under overhaul at ESR
4277 *Hercules*	GWR 2-8-0T	1920	awaiting overhaul
7827 *Lydham Manor*	GWR 4-6-0	1950	in service
75014 *Braveheart*	BR 4MT 4-6-0	1951	in service
6023 *King Edward II*	GWR 4-6-0	1930	in service, loan from Didcot

Overseas steam locomotive

2253	USATC S160 2-8-0	1944	under overhaul in Stockton

BR diesel locomotives

D2192 *Titan*	Class 03 0-6-0DM	in service
D2371	Class 03 0-6-0DM	in service
D3014 *Samson*	Class 08 0-6-0DE	in service
D7535 *Mercury*	BR/Sulzer Bo-Bo	in service

A line-up of three LMS Ivatt 2MTs at Cranmore, on the East Somerset Railway. 2-6-0 No. 46447 is resident on the line, 2-6-2T No. 41312 was visiting from the Mid Hants Railway and 2-6-2T No. 41313 had just been overhauled at Cranmore for the Isle of Wight Steam Railway. MARTIN CREESE

British main line steam locomotives

5637	GWR 0-6-2T	1925	in service
46447	LMS 2MT 2-6-0	1950	in service
5239 *Goliath*	GWR 2-8-0T	1924	under overhaul for DSR

Industrial steam locomotives

Lady Nan	0-4-0ST	Barclay	1719	1920	under overhaul
No. 31	0-6-0T	RSH	7609	1950	under overhaul for AVR

BR diesel locomotive

D5410	BRCW/Sulzer Type 2 Bo-Bo	under overhaul

EAST SOMERSET RAILWAY, CRANMORE, SOMERSET.

In 1967, the famous wildlife artist and conservationist David Shepherd bought two main line steam engines from BR, and was looking for somewhere to base them. He discovered Cranmore in 1971 and bought the site with some friends.

The original East Somerset Railway, from Witham to Shepton Mallet, opened in 1858. It was sold to the GWR in 1874, but was closed to passenger services in 1963.

A new engine shed and sidings were built for the new railway, and at the end of 1973 the East Somerset Railway was opened.

David Shepherd eventually pulled out of the railway, his engines both being far too large for a line barely two miles long. The line now runs predominantly with main line steam engines, and carries out overhauls for engines from other lines through the Cranmore Traincare Company.

HELSTON RAILWAY, PROSPIDNICK, CORNWALL.

The Helston branch was the southernmost branch line in the UK and opened in 1887. It closed to passengers as long ago as 1962, but after 40 years, the Helston Railway Preservation Society was formed with about 12 members, and work began clearing the vegetation. The aim of the company and society is to rebuild and preserve as much as possible of the section between Nancegollen and Water-Ma-Trout, on the outskirts of Helston.

The line was reopened in December 2011. One mile of track has been relaid, with passenger trains running from Prospidnick via Trevarno to Truthall Halt. As well as its own steam engine, expected to return to service in 2018, the line has hired an 0-4-0ST for the 2018 season.

Industrial steam locomotives

Kilmersdon	0-4-0ST	Peckett	1788	1929	in service, loan from S&D Washford
No. 2 *William Murdoch*	0-4-0ST	Peckett	2100	1949	under restoration

Peckett 0-4-0ST *Kilmersdon* on its first run on the Helston Railway in May 2018. OLLIE RIDGE / HELSTON RAILWAY

MIDSOMER NORTON STATION, SOMERSET.

The Somerset & Dorset Railway Heritage Trust was formed shortly before the closure of the S&D system in 1966, and aims to preserve as much of the former Somerset and Dorset Joint Railway as possible. Midsomer Norton station site was sold in 1969 to a local school, and then in 1995 to Wansdyke District Council, which leased it to the trust to restore to its 1950s' condition.

The trust has since restored the original station buildings, signalbox and goods shed.

The trust has relaid the majority of track within the station site, and offers train rides over a short length of track.

It is hoped to extend services over the two miles to Chilcompton in the near future.

In use on open days is a Sentinel vertical-boilered steam locomotive, similar to ones which shunted on the SDJR.

ABOVE RIGHT: Sentinel four-wheeled, vertical-boilered tank No. 7109 *Joyce* and English Electric 0-6-0DM D1120 at Midsomer Norton station. STEVE ROBERTS

Industrial steam locomotive

7109 *Joyce*	4wVBT	Sentinel	7109	1927	in service

BR diesel locomotive

D4095	Class 08 0-6-0DE	in service

Peckett 0-4-0ST *Kestrel* heads a train of two North London Railway coaches at the Pallot Museum, Jersey. P BARNES

PALLOT MUSEUM, TRINITY, JERSEY

This museum's founder, the late Lyndon Charles Pallot, was a respected Jersey character, more commonly known as 'Don'. The L C Pallot Trust was established with the object of promoting the permanent preservation of steam engines, farm machinery, vehicles and much more. It opened to the public in 1990. On Thursdays, visitors can travel in two North London Railway coaches hauled by a steam engine.

Industrial steam locomotives

J T Daly	0-4-0ST	Bagnall	2450	1931	awaiting overhaul
Kestrel	0-4-0ST	Peckett	2129	1952	in service
Foleshill	0-4-0ST	Peckett	2085	1948	on display

Continental steam locomotive

La Meuse	0-6-0T	La Meuse	3442	1933	on display

PLYM VALLEY RAILWAY, MARSH MILLS, DEVON.

The Plym Valley Railway was founded in 1980 with an aim of restoring part of the GWR branch from Plymouth to Tavistock, which closed in 1962.

On December 30, 2012, Plym Bridge Platform was opened, by which time 1½ miles of track had been laid.

The railway only runs on summer Sundays and a few other dates throughout the year.

Large locomotives arrived from Barry scrapyard for restoration, but moved away, and motive power has always been industrial steam or diesel shunters.

Industrial steam locomotives

Byfield	0-6-0ST	Bagnall	2655	1942	under restoration
	0-4-0F	Bagnall	3121	1957	awaiting restoration
705	0-4-0ST	Barclay	2047	1937	in service
Albert	0-4-0ST	Barclay	2248	1948	under overhaul

Continental steam locomotive

5374 *Vanguard*	Polish Tkh 0-6-0T			1959	under overhaul

BR diesel locomotives

D2046	Class 03 0-6-0DE				under restoration
13002	Class 08 0-6-0DE				in service

Andrew Barclay 0-4-0ST No. 2248 *Albert* heads the first train on the Plym Valley Railway's northern extension to Plym Bridge on December 30, 2012. BERNARD MILLS.

SOUTH DEVON RAILWAY, BUCKFASTLEIGH, DEVON.

The third standard gauge preserved railway to open with regular timetabled services was the Dart Valley Railway, from Totnes to Buckfastleigh, in 1969.

It was not voluntary preservation in the accepted sense; the plan was a steam-worked scenic GWR branch line in the West Country could be run as a profitable business.

The GWR had acquired the branch in 1897. It had been built to Brunel's broad gauge, and initially only ran to Buckfastleigh, later being extended to Ashburton, and converted to standard gauge in May 1892.

The passenger services on the branch were withdrawn by BR as early as November 3, 1958 and it was closed completely in 1962. The first rolling stock arrived in 1965, with GWR engines being bought direct from BR.

The Dart Valley Railway Company was given an unrepeatable opportunity to obtain another scenic GWR branch line with apparently far better commercial prospects when BR closed the nearby coastal branch from Paignton to Kingswear. The DVR bought it and continued to operate both lines until deciding, in 1989, the Totnes branch was not economically viable.

However, the volunteers who had been involved with operating the DVR Buckfastleigh line, took over the lease of the branch on January 1, 1991, and the railway was renamed the South Devon Railway, the name of the company which had first run trains over the line.

Since then the line has expanded enormously, with a flourishing engineering business being established at Buckfastleigh, acquiring an enviable record in the industry.

Motive power remains predominantly GWR steam, including some of the original engines obtained in 1965, but big main line diesels can sometimes be seen in action.

British main line steam locomotives

Tiny	broad gauge SDR 0-4-0VBT		1868	on display
1420	GWR 0-4-2T		1933	awaiting overhaul
1369	GWR 0-6-0PT		1934	awaiting overhaul
6412	GWR 0-6-0PT		1934	in service
L92 (5786)	GWR 0-6-0PT		1930	in service
5526	GWR 2-6-2T		1928	in service, loan to Chinnor
3205	GWR 0-6-0		1946	awaiting overhaul
2873	GWR 2-8-0		1918	frames only
3803	GWR 2-8-0		1939	awaiting overhaul
4920 *Dumbleton Hall*	GWR 4-6-0		1929	awaiting overhaul

Industrial steam locomotives

Glendower	0-6-0ST	Hunslet	3810	1954	on display
47 *Carnarvon*	0-6-0ST	Kitson	5474	1934	on display Littlehempston
Lady Angela	0-4-0ST	Peckett	1690	1926	on display
No. 1 *Ashley*	0-4-0ST	Peckett	2031	1942	on display
Lee Moor Tramway No. 2	4ft-gauge 0-4-0ST	Peckett	784	1899	on display

BR diesel locomotives

D2246	Class 03 0-6-0DM	in service
D3721	Class 09 0-6-0DE	in service
D8110	EE Type 1 Bo-Bo	in service
D7541	BR/Sulzer Type 2 Bo-Bo	under restoration
D7612	BR/Sulzer Type 2 Bo-Bo	in service
D6501 *Sea King*	BRCW Type 3 Bo-Bo	in service
D6737	EE Type 3 Co-Co	in service
37275	EE Type 3 Co-Co	in service
D402 *Superb*	Class 50 EE Type 5 Co-Co	under restoration

GWR 0-6-0PT No. 6412 at Buckfastleigh on the South Devon Railway. Also visible are 0-4-2Ts Nos. 1450 and 1420 and 2-8-0 No. 3803.

GWR 4-6-0 No. 4003 *Lode Star* and 0-6-0PT No. 9400 at STEAM: The Museum of the Great Western Railway in Swindon.

STEAM – THE MUSEUM OF THE GREAT WESTERN RAILWAY, SWINDON, WILTSHIRE.

This museum opened in 2000, replacing the former GWR museum in Faringdon Road. The new museum is housed in a restored Grade II-listed railway building, which was part of the GWR Swindon works.

Apart from the museum itself, the site has become home to the McArthur Glen Designer Outlet and, since 2005, has been the head office of the National Trust. A number of well-known GWR locomotives and other items, large and small, are on display at this major museum, with locomotives being changed at regular intervals.

British main line steam locomotives

North Star	replica GWR broad gauge 2-2-2	1925	on display
2516	GWR 0-6-0	1897	on display
9400	GWR 0-6-0PT	1947	on display
4248	GWR 2-8-0T	1916	on display
2818	GWR 2-8-0	1905	on display
3717 *City of Truro*	GWR 4-4-0	1903	on display
7819 *Hinton Manor*	GWR 4-6-0	1939	loan from SVR on display at MacArthur Glen
7821 *Ditcheat Manor*	GWR 4-6-0	1950	on display
4073 *Caerphilly Castle*	GWR 4-6-0	1923	on display
6000 *King George V*	GWR 4-6-0	1927	on display

SWINDON & CRICKLADE RAILWAY, BLUNSDON, WILTSHIRE.

The Midland & South Western Junction Railway (MSWJ) had a route mileage of just under 60 miles. Its passenger services ran between Southampton and Cheltenham, but its own metals began at Red Post Junction, outside Andover, and ended at Andoversford. The towns along the line included Swindon, with the MSWJ having its own station at Swindon Town, separate from the GWR's.

The idea of a heritage line at Swindon dates back to 1978, by which time the track and buildings were long gone.

The S&C has relaid track and built extensive new facilities at Hayes Knoll, and now offers a journey of about two miles, between Blunsdon and Hayes Knoll, plus the extension north towards Cricklade and the extension south towards Mouldon Hill. The future station at Cricklade will be the northern terminus of the railway.

Industrial locomotives have been standard power on the S&C. No. 7903 *Foremarke Hall* was, however, restored at Blunsdon and now No. 6984 *Owsden Hall* is being restored and is expected to remain on the line after completion.

Several GWR engines have been seen running on the line.

Visiting GWR 0-6-0PT No. 4612 at Hayes Knoll on the Swindon & Cricklade Railway. DAVID ALLSOP

British main line steam locomotive

6984 *Owsden Hall*	GWR 4-6-0		1948	under restoration

Industrial steam locomotives

Swordfish	0-6-0ST	Barclay	2138	1941	in service
Salmon	0-6-0ST	Barclay	2139	1942	on loan to Royal Deeside
Richard Trevithick	0-4-0ST	Barclay	2354	1954	under overhaul
24	0-6-0ST	Hunslet	2411	1941	awaiting restoration
Gunby	0-6-0ST	Hunslet	2413	1941	under restoration
70 *Phoenix*	0-6-0T	H Clarke	1464	1921	under overhaul
'Ivor the Engine'	0-4-0ST	Peckett	1555	1920	for sale

Continental steam locomotive

3135 *Spartan*	Polish Tkh 0-6-0T	in service

BR diesel locomotives

PWM651	Departmental RH 0-6-0DE	in service
D2022	Class 03 0-6-0DM	in service
D2152	Class 03 0-6-0DM	under repair
13261 (D3261)	Class 08 0-6-0DE	in service
D3668	Class 09 0-6-0DE	in service
E6003 *Sir Herbert Walker*	Class 73 Bo-Bo electro-diesel	in service

YEOVIL RAILWAY CENTRE, SOMERSET.

This small museum has unusual origins and sees a steady stream of big, main line visiting engines.

Next to Yeovil Junction station is a turntable, which was left in place by BR after the end of Southern steam in 1967.

It was not used for turning steam engines again until 1986, and after that main line steam trains began to become more regular on the Southern Region.

However, in 1993, BR offered the turntable for sale, probably to a preserved railway.

The South West Main Line Steam Group was set up to preserve it in situ, to safeguard the future of main line steam trains in the area. From this grew the Yeovil Railway Centre.

The site contains a GWR transfer shed, which has been converted to a visitor centre, and a 15,000-gallon water tower. An engine shed was built and opened in 1999, and two 0-4-0STs are on site, which are used to give brakevan rides along a short section of the Clifton Maybank branch.

Main line steam excursions to Yeovil Junction, Exeter or Weymouth have become much more frequent since Privatisation, and the locomotives are usually turned and serviced at Yeovil Junction.

Andrew Barclay 0-4-0ST *Lord Fisher* and Peckett 0-4-0ST *Pectin* working brakevan shuttles at the Yeovil Railway Centre. JOHN CORNELIUS / YRC

Industrial steam locomotives

Lord Fisher	0-4-0ST	Barclay	1398	1915	in service
Pectin	0-4-0ST	Peckett	1579	1921	under overhaul

WEST SOMERSET RAILWAY, MINEHEAD, SOMERSET.

The West Somerset Railway is the longest standard gauge heritage railway in the UK. The branch originally opened in 1862 between Taunton, on the Bristol & Exeter main line, and Watchet. In 1874 it was extended to Minehead by the Minehead Railway. On January 1, 1876, the B&ER was amalgamated into the GWR. The WSR was converted from broad gauge to standard gauge in 1882.

The line was recommended for closure by Beeching, and after much opposition to closure, the last passenger train left Minehead on January 2, 1971.

On February 5, 1971, the newly formed Minehead Railway Preservation Society organised a meeting in Taunton to propose the reopening of the Minehead branch as a privately owned railway. As late as May 1971, a new West Somerset Railway Company was formed to acquire the line and operate a year-round commuter service from Minehead to Taunton, alongside which a limited summer steam service could also run.

The scheme was a late starter in preservation terms: there was not a plentiful supply of workable main line engines, and by 1975 engines were taking a long time to restore from scrapyard condition. The first GWR locomotives to arrive were three 2-6-2Ts from Barry scrapyard, in September 1975, but it would be a long time before main line steam engines would be seen working the line.

The short section from Minehead to Blue Anchor was reopened in March 1976, and services were extended to Williton in August the same year. Trains returned to Stogumber on May 7, 1978 and reached Bishops Lydeard on June 9, 1979. Services normally operate over the 20½ miles between Minehead and Bishops Lydeard, but during special events some trains continue a further two miles to Norton Fitzwarren, where a connection to Network Rail allows occasional through trains to operate onto the national network.

The supply of GWR locomotives has steadily increased, and gala weekends, especially, see a real feast of GWR power, often with visitors from elsewhere.

The railway is also a flourishing centre for main line diesel preservation.

GWR 2-6-2Ts Nos. 5542, 5553 and 4160 at Minehead, on the West Somerset Railway. CLIVE HANLEY

British main line steam locomotives

6695	GWR 0-6-2T			1928	under overhaul
4561	GWR 2-6-2T			1924	under overhaul
5542	GWR 2-6-2T			1928	in service, loan to Battlefield
4110	GWR 2-6-2T			1936	awaiting restoration
4160	GWR 2-6-2T			1948	under overhaul at Llangollen
9351 (5193)	GWR 2-6-0			reb 2005	under overhaul
4936 *Kinlet Hall*	GWR 4-6-0			1929	under overhaul at Tyseley
7822 *Foxcote Manor*	GWR 4-6-0			1950	in service, loan from Llangollen
7828 *Norton Manor*	GWR 4-6-0			1950	under overhaul
6960 *Raveningham Hall*	GWR 4-6-0			1944	in service
6024 *King Edward I*	GWR 4-6-0			1930	under overhaul
44422	LMS 4F 0-6-0			1927	in service
53808	SDJR 7F 2-8-0			1925	in service

Industrial steam locomotives

	0-4-0ST	Barclay	1219	1910	in service
Boots No. 1	0-4-0F	Barclay	1984	1930	restoration for Foxfield
Forester	0-4-0ST	Barclay	1260	1911	under overhaul
N2	0-6-0T	H Clarke	1857	1952	under restoration

BR diesel locomotives

D2133	Class 03 0-6-0DM	in service
D2271	Class 03 0-6-0DM	awaiting restoration
D4107	Class 09 0-6-0DE	in service
D9518	Class 14 0-6-0DH	awaiting restoration
D9526	Class 14 0-6-0DH	in service
D6566	BRCW/Sulzer Type 3 Co-Co	in service
D6575 *Seagull*	BRCW/Sulzer Type 3 Co-Co	in service
D1661 *North Star*	Brush Type 4 Co-Co	in service
D7017	Hymek Type 3 B-B DH	in service
D7018	Hymek Type 3 B-B DH	in service
D1010 *Western Campaigner*	Western Type 4 C-C DH	in service

SOMERSET & DORSET RAILWAY MUSEUM, WASHFORD, WSR.

Industrial steam locomotive

Kilmersdon	0-4-0ST	Peckett	1788	1929	in service, loan to Helston

Locations with individual locomotives on display

POLDARK MINING MUSEUM, HELSTON, CORNWALL

Industrial steam locomotive

6	0-4-0ST	Peckett	1530	1919	on display

SANDFORD STATION HERITAGE CENTRE, SOMERSET.

Industrial steam locomotive

Marjorie	4wVBT	Sentinel	9387	1948	on display

TIVERTON MUSEUM, DEVON.

British main line steam locomotive

1442	GWR 0-4-2T			1935	on display

TORQUAY, BYGONES MUSEUM, DEVON.

Industrial steam locomotive

No. 5 *Patricia*	0-4-0ST	H Clarke	1632	1929	on display

WHEAL MARTIN CHINA CLAY MUSEUM, ST AUSTELL, CORNWALL.

Industrial steam locomotives

Lee Moor No. 1	4ft 6in-gauge 0-4-0ST	Peckett	783	1899	on display

Peckett 0-4-0ST *Kilmersdon* with a restored SDJR coach at the Somerset & Dorset Railway Museum, at Washford, on the West Somerset Railway. MALCOLM RANIERI

Home-built single-Fairlie 2-4-4T No. 8 *Claudine* on the Beer Heights Light Railway with the rest of the locomotive stock outside the shed. BHLR

BEER HEIGHTS LIGHT RAILWAY, BEER, DEVON. 7¼in.

This line is noted for its high standard of presentation to the public and for its views over the English Channel.

It runs for one mile and is part of Pecorama, an exhibition owned by Peco, the model railway manufacturers.

The official opening was by the Rev W Awdry, author of the Thomas the Tank Engine books, on July 14, 1975.

Steam locomotives

1 *Otter*	2-4-2TT	Western Narrow Gauge	2004	in service
3 *Dickie*	0-4-2TT	D Curwen	1976	in service
4 *Thomas II*	0-4-2STT	R Marsh	1979	in service
5 *Linda*	2-4-0STT	reb TMA	1983	in service
6 *Mr P*	2-4-2TT	Beer	1997	in service
7 *Gem*	0-6-4TT	Beer	1999	in service
8 *Claudine*	2-4-4T	Beer	2005	in service
Samastipur	0-4-2T	Exmoor	1999	under overhaul

Steam locomotives

1 E R *Calthrop*	2-6-4T	Coleby/Simkins	1974
750 *Blanche of Lancaster*	4-4-2	D Curwen	1948
Alice	2-6-0	Simkins & Vere	1984
24 *Sandy River*	2-6-2	Coleby/Simkins Allcock/Vere	1991

BICKINGTON STEAM RAILWAY, TRAGO MILLS, NEWTON ABBOT, DEVON. 10¼in.

This railway came to Devon from Staffordshire via Suffolk. It was built by Brian Nicholson, the headmaster of Waterhouses School in Staffordshire.

After being thwarted in an attempt to rebuild a portion of the Leek and Manifold Valley Railway, Nicholson moved his railway, first to Rudyard Lake in Staffordshire, then to the Suffolk Wildlife Park, and finally to Trago Mills shopping centre in Devon, where it opened in 1988.

In 2006 the railway was extended to 1½ miles, with an extension taking it to Trago's front car park. A three-track terminus and turntable was built and a third station added in 2008, sited at the far end of the Trago site shoppers use to return to their vehicles, to avoid the half-mile uphill walk.

ABOVE LEFT: American-style 2-6-2 No. 24 on the Bickington Steam Railway. DENIS A LEWIS

DEVON RAILWAY CENTRE, CADELEIGH STATION, NORTH DEVON. 2ft.

This centre has the largest narrow gauge collection in the South West.

Cadeleigh station was on the GWR Exe Valley branch from Exeter to Dulverton. The station was built in 1885, but the line closed in 1963.

The station has been restored since 1997, primarily the work of the Gicquel family, and with the help of a small but dedicated group of volunteers.

Two-foot gauge track was laid in 1997 and the Devon Railway Centre opened to the public in 1998.

There is also a 7¼in-gauge miniature railway and a model railway.

A visiting steam locomotive is often hired for the summer season.

Orenstein & Koppel 0-4-0WT No. 14 together with visiting engines at the Devon Railway Centre. PHIL BARNES

Steam locomotive

No. 14	0-4-0WT	O&K 5744	1912

GARTELL LIGHT RAILWAY, NR TEMPLECOMBE, SOMERSET. 2ft.

The Gartell Light Railway is a privately run narrow gauge railway at Yenston, south of Templecombe, running for three-quarters of a mile, partly along the trackbed of the Somerset and Dorset Joint Railway. The railway has four stations and is controlled using a comprehensive signalling system operated from two signalboxes.

The railway is open to the public on selected dates, when it normally operates an intensive, three-train operation, with departures from Common Lane station every 20 minutes.

ABOVE LEFT: 0-4-2T No. 6 *Mr G* crosses over the top of 0-4-0TT No. 9 *Jean* on the Gartell Light Railway. MIKE LUCAS

Steam locomotives

No. 6 *Mr G*	0-4-2T	N Dorset	698	1998	in service
No. 9 *Jean*	0-4-0TT	A White		2008	in service

LAPPA VALLEY STEAM RAILWAY, NR NEWQUAY, CORNWALL. 1ft 3in.

The Lappa Valley Steam Railway runs for one mile from Benny Halt to East Wheal Rose on part of what became the GWR's Newquay to Chacewater line via Perranporth.

It had originally been part of the Treffry Tramways, serving the East Wheal Rose silver lead mine, which became part of the Cornwall Minerals Railway, and introduced steam locomotives to the line. This was taken over by the GWR in 1896, which incorporated the branch into a new railway, opening in 1905. The railway closed on February 4, 1963 under the Beeching cuts.

The Lappa Valley Steam Railway was established by Eric Booth on the trackbed in the 1970s.

Zebedee, a new steam locomotive designed by David Curwen, was built for the line by Severn Lamb, arriving in early-1974 with four locally built carriages. The railway opened to the public on June 16 that year.

More locos arrived from Longleat in 1976, with extra carriages also being built at the time. A 7¼in-gauge railway was laid around a smaller boating lake, while a third railway, of 10¼in-gauge, runs a further half-mile along the old trackbed. It opened in May 1995.

In 2014, the Lappa Valley Railway was sold to Keith and Sara Southwell.

The newest steam locomotive – Exmoor 2015-built 0-4-2T No. 3 *Ruby* – leads the Lappa Valley Railway's two original steam engines – 0-6-0T No. 2 *Muffin* and 0-6-4PT No. 1 *Zebedee* – during the line's 40th anniversary celebrations. EMILY WHITFIELD-WICKS / LVR

Steam locomotives

No. 1 *Zebedee*	0-6-4PT	S Lamb	7434	1974 reb Lappa 1990	in service
No. 2 *Muffin*	0-6-0T	Berwyn		1967 reb Lappa 1991	in service
No. 3 *Ruby*	0-4-2T	Exmoor		2015	in service
No. 4 *Ellie*	0-4-2T	Exmoor		2006	in service

LAUNCESTON STEAM RAILWAY, LAUNCESTON, CORNWALL. 2ft.

The Launceston Steam Railway runs from Launceston along the trackbed of the North Cornwall Railway for 2½ miles to Newmills, where there is a farm park. The first railway to reach Launceston was the Launceston and South Devon Railway, opened in 1865 from Launceston to Plymouth, and later absorbed into the GWR.

In 1886, the LSWR opened its line from Halwill Junction, extending to Padstow and becoming part of the Southern Railway main line to North Cornwall. The two Launceston stations were side by side: the GWR closed in 1962 and the Southern in 1966.

In 1965, trainee teacher Nigel Bowman rescued Quarry Hunslet 0-4-0ST *Lilian* from the Penrhyn slate quarry in North Wales, and restored it to working order at his home in Surrey.

He then looked for a site to build a railway for *Lilian* to run on, and settled on Launceston, in 1971, after considering other sites, including the Lynton & Barnstaple Railway. Purchase of the trackbed took several years, but the first half-mile opened on Boxing Day 1983. The railway was extended progressively, reaching Newmills in 1995.

The LSR starts at a new station just west of the original LSWR station, which is now an industrial estate.

Launceston is the main station on the railway, and the sheds and engineering facilities are located here. Further Quarry Hunslets have been obtained and the railway even produced its own very basic vertical-boilered steam engine.

Quarry Hunslet 0-4-0ST *Covertcoat* arrives at Launceston station on the Launceston Steam Railway.

Steam locomotives

Lilian	0-4-0ST	Hunslet	317	1883	in service
Velinheli	0-4-0ST	Hunslet	409	1886	overhaul at Ffestiniog
Covertcoat	0-4-0ST	Hunslet	679	1898	in service
Dorothea	0-4-0ST	Hunslet	763	1901	in service
89	4wVBT	Launceston		2004	on display

LYNTON & BARNSTAPLE RAILWAY, WOODY BAY, NORTH DEVON. 2ft.

The Lynton & Barnstaple Railway was a narrow gauge line, which became part of the Southern Railway in 1923, but closed in 1935. It took 44 years before efforts were made to revive it. It was slightly more than 19 miles of single track, running through the rugged and picturesque area bordering Exmoor.

After a number of false starts in building a railway to serve Lynton, because of the difficult terrain, one scheme suggested a 1ft 11½in-narrow gauge, already in use by the Festiniog Railway Company and elsewhere, to ease construction.

The line opened to the public on May 16, 1898, connecting with trains from Waterloo on the Ilfracombe branch at Barnstaple Town.

An order was placed for three 2-6-2Ts from Manning Wardle of Leeds, which were named after local rivers: *Yeo*, *Exe* and *Taw*. These were supplemented by 2-4-2T *Lyn*, built by the Baldwin Locomotive Works of Philadelphia, USA. A fifth locomotive, *Lew*, was bought in 1925 after takeover by the SR, with improvements to the original Manning Wardle design.

Never a financial success, declining tourism during the First World War, and improved roads with increased car ownership further depleted the line's income.

The last train ran on September 29, 1935. An observer at the time wrote: "Rarely, if ever before, has the closing of a railway aroused such a keen interest as has been awakened throughout the country by the running of the last trains over the narrow gauge Barnstaple-Lynton section of the Southern Railway.

"This is to be attributed very largely to the unusual character of the line and the magnificent scenery through which it passes."

The Southern removed everything it could use elsewhere, lifted the track, and auctioned the stock, although there was not much interest, and most was scrapped.

Eighty years after its closure, much of the line is still in evidence, including the brick-built Chelfham Viaduct; fully restored in 2000, it is the largest narrow gauge railway structure in England.

After 44 years, the Lynton & Barnstaple Railway Association was formed in 1979. Woody Bay station was bought by the Lynton and Barnstaple Railway Company in 1995, and a short section of relaid track was reopened to passengers in 2004.

This was extended in 2006, and plans were announced to open nine miles of track, linking the station at Woody Bay to both Lynton to the east and Blackmoor Gate, and a new station at Wistlandpound Reservoir to the west.

Unlike the Welsh Highland Railway, the trackbed was sold off piecemeal – often reverting to the original owners, paying much less than they had sold it for originally. There has been minor development on parts of the route, and Wistlandpound Reservoir has flooded the trackbed close to its mid-point, but much is still in open countryside, with many sections identifiable.

Little original rolling stock survives, but there are a couple of coaches and a van which have now been restored. Coach No. 2, used as a summer house, is on display (unrestored) at the National Railway Museum, York, along with the nameplates of the original locomotives.

A 1915 Kerr Stuart Joffre class 0-6-0T was bought in 1983, and named *Axe*. Restored to working order in 2008, *Axe* worked most passenger trains at Woody Bay until December 2013.

A Maffei 0-4-0WT named *Sid*, owned by several L&B members, was also used on the L&B steam service until the end of 2013, when it was sold to a line in Sweden. To replace it, *Isaac*, a Bagnall 0-4-2T, arrived at Woody Bay from Boston Lodge in December 2013, principally for use hauling the restored original L&B heritage coaches.

Following a 10-year restoration, coaches No. 7 and 17 returned to Woody Bay in 2013, to re-enter passenger-carrying service after an absence of 78 years. Coach No. 16 followed in September 2013, and No. 11 returned in April 2015.

A Lynton and Barnstaple replica Manning Wardle 2-6-2T, named *Lyd*, was built and is operational on the Ffestiniog Railway. First steamed in spring 2010, *Lyd* visited Woody Bay in September 2010 to mark the 75th anniversary of the closure of the L&B.

A modern version of the Baldwin – *Lyn* – was completed in 2017 and delivered to Woody Bay in September 2017.

A set of frames for a new *Yeo* were built by Winson Engineering in 2000, and these are in storage, awaiting further funds to continue the construction.

Longer-term plans involve reopening the line towards Barnstaple.

Steam locomotives

8 *Faith*	0-4-2T	J Uphill		2006	in service
Axe	0-6-0T	Kerr Stuart	2451	1915	in service
Charles Wytock	4-4-0T	Bagnall	2819	1946	for sale by Preston Svcs, Kent
Isaac	0-4-2T	Bagnall	3023	1953	in service
762 *Lyn*	2-4-2T	Alan Keef		2017	in service

Bagnall 0-4-2T *Isaac* and Kerr Stuart 0-6-0T *Axe* at Woody Bay station on the Lynton & Barnstaple Railway on May 14, 2017. TONY NICHOLSON

LONGLEAT LIGHT RAILWAY, NR WARMINSTER, WILTSHIRE. 1ft 3in.

Longleat Safari and Adventure Park was opened in 1966 as the first drive-through safari park outside Africa, situated in the grounds of Longleat House, the home of the 7th Marquess of Bath.

Today, Longleat is home to more than 500 animals, and the estate occupies 9,000 acres.

A miniature railway was established in 1965 and expanded in 1976 and is among the busiest in the country. It has a length of 1¼ miles, with Longleat taking over running the railway in 1976.

Many engines have run on the railway over the years, both steam and diesel, but currently the railway owns two diesel locomotives and there is no steam operation.

SEATON TRAMWAY, SEATON, DEVON. 2ft 9in.

The Seaton Tramway is a narrow gauge electric tramway, which operates over three miles of the former LSWR Seaton branch.

It was converted between 1969 and 1971 by Claude Lane, who had bought the line from BR, and had successfully operated trams in Eastbourne as a visitor attraction.

By the mid-1960s, Lane was looking for a site where he could operate larger tramcars on a longer route than his Eastbourne operation. The 'Beeching Axe' was in full swing and the Seaton branch was closed by BR in 1966.

The tramway relocated to the Seaton site during the winter of 1969/70 and opened on August 28, 1970. This initial opening was limited and Claude Lane suffered a fatal heart attack in April 1971 and did not see his new project completed.

The line was extended to Colyton to 1980.

There are 13 tramcars, which are half-scale replicas of classic British tramcars from various cities; some have been rebuilt from full-size cars.

Car No. 16 at Colyton, on the Seaton Tramway. It was originally built for Bournemouth in 1921.

WESTONZOYLAND LIGHT RAILWAY, SOMERSET, 2ft.

This line runs at the Westonzoyland Pumping Station Museum of Steam Power and Land Drainage, a small industrial heritage museum housed in a 1830 brick-built pumping station on the Somerset Levels, and dedicated to steam-powered machinery.

The railway was built mainly to carry wood for the boiler when the pumping engine is steamed, and has two internal combustion locomotives.

It is hoped passenger services will operate in due course.

RIGHT: Lister four-wheel diesel No. 34758 on the Westonzoyland Light Railway. PETER NICHOLSON

Private Sites

EXMOOR STEAM RAILWAY, BRATTON FLEMING, NORTH DEVON.

The railway was built by the Stirland family, and first opened as a tourist attraction in August 1990.

At the end of the 2001 season though, the decision was taken to close the railway to the public and concentrate on building new steam locomotives and other equipment.

The railway remains in full working order, and work started in the winter of 2008/9 on extending it.

Exmoor Steam Railway has built many new steam engines for new and established narrow gauge lines across the country.

During the 1990s, a number of 2ft-gauge South African Railways NGG16 Beyer-Garratts arrived on site. One was sold to the Welsh Highland Railway in 2006 and another has been under long-term restoration.

Over the winter of 2008/09 work started on constructing around half-a-mile of 2ft-gauge track on which to run the Garratts.

Steam locomotives

2ft gauge.

77	SAR NGG16 2-6-2+2-6-2	under restoration
115	SAR NGG16 2-6-2+2-6-2	under restoration
135 (2685)	SARNG15 2-8-2	under restoration

12¼in gauge

Denzil	0-4-2TT	Exmoor	299	1995	in service
Ruby	0-4-2T	Exmoor	302	1997	in service
Black Beauty	2-6-2	Exmoor	325	2009	in service
Lorna Doone	0-4-2T	Exmoor	330	2006	in service

WESTON-SUPER-MARE

British main line steam locomotive

7027 *Thornbury Castle*	GWR 4-6-0	1949	under restoration

A classic line-up of GWR motive power at Didcot, with 0-4-0ST No. 1338, 0-4-2T No. 1466, visiting 0-6-0PT No. 9466, 2-6-0 No. 5322, and 4-6-0s Nos. 6023 *King Edward II* and 6998 *Burton Agnes Hall*. NICK GILLIAM

Home Counties

PRESERVED RAILWAYS, MUSEUMS AND CENTRES – STANDARD GAUGE

Railway preservation in Britain dates back to the 1860s when historic steam engines were presented by their owners to public museums. *Puffing Billy*, *Sans Pareil* and *Rocket* have been displayed in the Science Museum in Kensington. A hundred years later the British Transport Commission opened the Museum of British Transport in Clapham, in 1960. It displayed some of Britain's most historic steam engines which had been saved for posterity by Britain's railway companies over the years. but this closed in 1974.

It proved difficult to establish preserved steam railways of any meaningful size in the Home Counties. Few branch lines closed and land prices are high, but a couple of steam centres established in the 1960s grew into major attractions: at Quainton Road and Didcot.

After many years, the Epping Ongar Railway opened to the public, and there are still hopes for a standard gauge heritage line at Southall.

Leighton Buzzard was an early narrow gauge steam line in England, opening in 1968, quickly followed by a new line built at Whipsnade Zoo, but it is only in recent years it has been possible to take a ride on a preserved steam railway in Greater London, on narrow gauge lines at Kew Bridge, and more recently the Hampton Kempton Waterworks Railway.

BUCKINGHAMSHIRE RAILWAY CENTRE, QUAINTON ROAD, AYLESBURY, BUCKINGHAMSHIRE.

This site remains divided into two halves as the station still has a working Network Rail line passing through it, connecting Aylesbury with the Bletchley to Oxford cross-country route at Claydon (LNE) Junction. There are no regular passenger services on this line, though.

In 1962, the London Railway Preservation Society was formed, which bought various items of rolling stock for preservation, initially storing them at sites at Luton and Bishop's Stortford.

In 1969, the Quainton Railway Society was formed to operate a working museum at Quainton Road station on the Great Central Railway main line, north of Aylesbury. In 1971, the society absorbed the London Railway Preservation Society.

The extensive sidings were still intact, and although disconnected from the main line in 1967, were used for locomotive restoration work.

The society eventually restored

British main line steam locomotives

Isebrook	GWR 4wVBT	Sentinel	6515	1945	under overhaul
7200	GWR 2-8-2T			1934	under restoration
L99	GWR 0-6-0PT			1930	under overhaul
7200	GWR 2-8-2T			1934	under restoration
6989 *Wightwick Hall*	GWR 4-6-0			1948	final stages of restoration
30585	LSWR 2-4-0WT			1874	on display
3020 *Cornwall*	LNWR 2-2-2			1847	on display
1	Metropolitan 0-4-4T			1989	in service
Brill Tramway No. 1	0-4-0WT	A Porter	807	1872	on display

Industrial steam locomotives

Sydenham	4wWT	A Porter	3567	1895	awaiting overhaul
V75	0-4-0ST	Bagnall	2469	1932	in service
	0-4-0F	Barclay	1477	1916	on display
Swanscombe	0-4-0ST	Barclay	699	1891	in service
Laporte	0-4-0F	Barclay	2243	1948	on display
Coventry No. 1	0-6-0T	North British	24564	1939	on display
Chislet	0-6-0ST	Yorkshire	2498	1951	on display
3	0-4-0ST	H Leslie	3717	1928	on display
4	0-4-0ST	H Leslie	3718	1928	in service
Arthur	0-6-0ST	Hunslet	3782	1953	on display
66	0-6-0ST	Hunslet	3890	1964	in service
Sir Thomas	0-6-0T	H Clarke	1334	1918	on display
Millom	0-4-0ST	H Clarke	1742	1946	under overhaul
	0-4-0T	Peckett	1900	1936	on display
Rokeby	0-4-0ST	Peckett	2105	1950	on display
11 *Cynthia*	4wVBT	Sentinel	9366	1945	in service
7 *Susan*	4wVBT	Sentinel	9537	1952	on display

Overseas steam locomotive

3405	3ft 6in-gauge	South African SAR 25NC 4-8-4		1953	on display

BR diesel locomotive

D2298 *Lord Wenlock*		Class 04 0-6-0DM			in service

the main station building to its 1900 appearance, renaming the site the Buckinghamshire Railway Centre (BRC).

The BRC's trains run on the former station sidings on either side of the main line. Each side has a demonstration line with various workshop buildings as well as museum buildings.

Rewley Road, the Oxford terminus of Harry Verney's Buckinghamshire Railway and of the Oxford to Cambridge Line, closed to passengers in October 1951, with trains diverted to the former GWR Oxford General. In co-operation with the Science Museum, Rewley Road station building was dismantled in 1999.

The main station building and part of the platform canopy were moved and re-erected in 2002 at Quainton Road, providing improved visitor facilities.

An extensive collection of industrial steam locomotives was assembled, augmented by several main line engines from Barry scrapyard. Once restored though the larger engines have tended to be moved or hired out to longer lines.

Metropolitan E Class 0-4-4T No. 1 and Barclay 0-4-0ST *Swanscombe*, running as *Brill No. 1*, head passenger trains at the Buckinghamshire Railway Centre at Quainton Road on either side of the Network Rail line in 2013. ANDREW BRATTON

GWR 0-6-0PT No. 9600, from Tyseley Locomotive Works, arrives at Chinnor with a Vintage Trains excursion via the main line connection at Princes Risborough in July 2010.

CHINNOR & PRINCES RISBOROUGH RAILWAY, CHINNOR, BERKSHIRE.

The branch from Princes Risborough to Pyrton, near Watlington, was opened in August 1872. The GWR finally acquired it in 1883, but on July 1, 1957 the line was closed to passenger traffic by BR.

Goods traffic continued until January 2, 1961, after which the section from Chinnor to Watlington was closed completely, but the section from Chinnor to Princes Risborough was retained to serve the cement works. In 1989, cement traffic ceased.

Maintenance of the branch was handed over by BR to the Chinnor and Princes Risborough Railway Association from January 1990, and a Transport and Works Order came into force on July 26, 1994, enabling a passenger service to restart.

A new platform was completed at Chinnor in May 1994, and the freehold of the branch was bought by the association in August that year. The first public service ran on August 20 as far as Wainhill Halt. In April 1995 the line was extended by two miles, and a further extension to Thame Junction opened at the start of the 1996 season.

The railway has been successful in hiring GWR 0-6-0PTs to maintain its services in true GWR tradition in most summer seasons.

The branch retained its main line connection and very occasional main line railtours ran onto the branch, but agreement was reached with Network Rail in 2016 for Chinnor & Princes Risborough Railway trains to access the main line platform at Princes Risborough on a regular basis.

British main line steam locomotive

5526	GWR 2-6-2T	1928	in service, loan from SDR

BR diesel locomotives

08011 *Haversham*	Class 08 0-6-0DE	in service
08825	Class 08 0-6-0DE	in service
D8568	Clayton Type 1 Bo-Bo	in service
D8059	EE Type 1 Bo-Bo	in service
D8188	EE Type 1 Bo-Bo	in service
D5581	Brush Type 2 A1A-A1A	in service
37227	EE Type 3 Co-Co	in service

CHOLSEY & WALLINGFORD RAILWAY, WALLINGFORD, BERKSHIRE.

The Cholsey to Wallingford branch began life in 1861 as the Wallingford and Watlington Railway. Its original plan was truncated to run only as far as Watlington, and the line opened as far as Wallingford in 1866, but the rest of the line was never built. The line was sold to the GWR in 1872.

Regular passenger services ceased in 1959 and goods traffic in 1965. However, the line continued to serve a new malt plant until 1981.

On May 31 that year, when the last train ran, the Cholsey and Wallingford Railway Preservation Society was formed. Passenger services have been restored from the main line station at Cholsey to Wallingford.

Motive power on the Cholsey & Wallingford Railway has been predominantly industrial or diesel, but engines have been hired in, including GWR 0-6-0PTs.

Industrial steam locomotive

Northern Gas Board No. 1	0-4-0ST	Peckett	2142	1953	under overhaul at Darlington

BR diesel locomotives

08022 *Lion*	Class 08 0-6-0DE	in service
08060 *Unicorn*	Class 08 0-6-0DE	in service
08123 *George Mason*	Class 08 0-6-0DE	in service

Visiting GWR 0-6-0PT No. 6430 from Llangollen, stands in the Cholsey & Wallingford Railway bay platform at Cholsey station in June 2009.
PHIL WARRINGTON / CWR

GWR diesel railcar No. 22, steam railmotor No. 93 and broad gauge replica 2-2-2 *Fire Fly*, at the Burlescombe transhipment shed at the Didcot Railway Centre. FRANK DUMBLETON

DIDCOT RAILWAY CENTRE, BERKSHIRE.

The GWR was unique among 'Big Four' railway companies, and with such a following among enthusiasts a preservation society was formed with the intention of simply preserving as much of the GWR as possible, naturally starting with locomotives.

Having acquired examples of virtually every GWR locomotive class still in existence, the Great Western Society is now busy building new engines to fill in the gaps.

Whether by accident or design, the society did not set its sights on preserving and operating a stretch of railway, and possibly by concentrating on acquiring locomotives and other items for its collection, has enjoyed unparalleled success.

The society raised funds to buy locomotives and stock, but private individuals were also buying GWR engines and were happy to come under the overall umbrella of the GWS.

There was initially no central base, and sidings were rented in various parts of the former GWR system from BR by local area groups or at other fledgling preservation centres.

After establishing bases in various parts of the one-time GWR empire, the GWS was offered the use of the former Didcot locomotive shed, taking it over in 1967.

It has been developed into a comprehensive railway museum and engineering site, now known as the Didcot Railway Centre.

Among many engines acquired from Barry was No. 4942 *Maindy Hall*, and the society formulated ambitious plans to convert this to a long-scrapped Saint class 4-6-0, filling a big gap in GWR locomotive development. While this is now substantially complete, the GWS completed a broad gauge 2-2-2 – *Fire Fly* – in 2005 and Railmotor No. 93 in 2011. It is now also building 4-6-0 No. 1014 *County of Glamorgan* and 2-8-0 No. 4709.

It has also repatriated No. 4079 *Pendennis Castle* from Australia, which is still under restoration, and acquired No. 6023 *King Edward II*, which has been returned to steam.

Didcot is a huge site, in a triangle of lines, but inaccessible by road.

Today, the GWS has developed the site, which still retains many of the original GWR buildings and features, as a working steam locomotive and railway museum and engineering maintenance centre, with broad and standard gauge railway lines offering short rides to visitors.

British main line steam locomotives

5 *Shannon*	Sandy & Potton 0-4-0WT	1857	on display
1338	Cardiff Rly 0-4-0ST	1898	on display
1340 *Trojan*	Alexandra Docks 0-4-0ST	1897	on display
1363	GWR 0-6-0ST	1910	on display
1466	GWR 0-4-2T	1936	on display
3650	GWR 0-6-0PT	1939	on display
3738	GWR 0-6-0PT	1937	on display
6697	GWR 0-6-2T	1928	under overhaul
5572	GWR 2-6-2T	1929	on display
4144	GWR 2-6-2T	1946	in service
6106	GWR 2-6-2T	1931	on display
5227	GWR 2-8-0T	1924	on display unrestored
7202	GWR 2-8-2T	1934	under restoration
5322	GWR 2-6-0	1917	on display
3822	GWR 2-8-0	1940	on display
7808 *Cookham Manor*	GWR 4-6-0	1938	on display
6998 *Burton Agnes Hall*	GWR 4-6-0	1949	on display
5900 *Hinderton Hall*	GWR 4-6-0	1931	on display
4079 *Pendennis Castle*	GWR 4-6-0	1924	under restoration
5051 *Earl Bathurst*	GWR 4-6-0	1936	on display
6023 *King Edward II*	GWR 4-6-0	1930	in service, loan to Dartmouth
Iron Duke	replica GWR broad gauge 4-2-2	1985	on display
Fire Fly	replica GWR broad gauge 2-2-2	2005	in service
2999 *Lady of Legend*	GWR 4-6-0		under construction
1014 *County of Glamorgan*	GWR 4-6-0		under construction
93	GWR steam railmotor (new-build)	2011	in service

Industrial steam locomotives

Captain Baxter	0-4-0WT	F Jennings	158	1877	in service, loan from Bluebell
King George	0-6-0ST	Hunslet	2409	1942	under restoration as 0-6-0T Thomas
Bonnie Prince Charlie	0-4-0ST	RSH	7544	1949	under overhaul

BR diesel locomotives

18000	GWR Gas Turbine prototype Co-Co	on display
08604 604 *Phantom*	Class 08 0-6-0DE	in service
D9516	Class 14 0-6-0DH	in service

EPPING ONGAR RAILWAY, ONGAR, ESSEX.

This railway once carried London Transport tube trains, while its goods trains continued with BR steam engines.

In 1856, The Eastern Counties Railway, which later became part of the Great Eastern Railway, opened a double-track railway between Stratford and Loughton. A single-track extension between Loughton and Ongar was added in 1865.

The London Passenger Transport Board, later to become London Transport (LT), was established in 1933.

In 1946, the Central line extension reached Leytonstone, and in 1947 progressed to Woodford, finally reaching Loughton in 1948. A steam shuttle service continued to run from Loughton to Ongar.

As the line from Leyton to Loughton was served by LT trains, the track, stations and staff were transferred to it. However, questions arose about what was to happen to the service between Loughton and Ongar. The Government initially resisted the electrification of the line, but the arrival of new housing in the area allowed electrification of the track through to Epping, and the Central Line officially reached Epping in 1949.

London Transport Executive also took control of the branch line to Ongar, and hired the steam shuttle from BR's Eastern Regions.

LT closed the loss-making section in September 30, 1994, but shortly afterwards Pilot Developments bought the Epping to Ongar line with the intention of running trains, but never did. However, the Epping Ongar Railway Volunteer Society (EORVS) was formed to repair and preserve the neglected buildings and track.

Working alongside the owners, the volunteer group gradually restored the line and station building at Ongar so trains could run once again and provide a passenger service to North Weald.

On October 10, 2004, the first EORVS DMU service left Ongar.

A change in ownership occurred late in 2007, and it was decided to cease running trains and to concentrate on improving the infrastructure to enable locomotive-hauled trains to run once again. The preservation project had gone through a lot of problems and false starts, but finally opened for serious business in 2012, back in its GER condition. All of the essential infrastructure improvements are with the aim of once again running trains to connect at Epping. Having taken so long to open as a heritage line, the EOR has had to rely on hiring in engines or on owners transferring their engines from other railways. Nevertheless, the railway has built up a varied collection of steam and diesel power.

Visiting diesels Nos. 8001 and 50026 *Indomitable* and resident Class 31 No. 31438 at North Weald on the Epping Ongar Railway. PHIL BARNES

British main line steam locomotives

4141	GWR 2-6-2T	1946	under overhaul off-site
4953 *Pitchford Hall*	GWR 4-6-0	1929	under overhaul off-site

Continental steam locomotive

1008	5ft-gauge Finnish Hr1 4-6-2	for sale

Industrial steam locomotives

Isabel	0-6-0ST	H Leslie	3437	1919	in service
16	0-6-0ST	H Leslie	3837	1934	under restoration
Lord Phil	0-6-0ST	Hunslet	2868	1943	in service

BR diesel locomotives

03119 *Linda*	Class 03 0-6-0DM	stored
03170	Class 03 0-6-0DM	in service
D7523	BR/Sulzer Type 2 Bo-Bo	under overhaul
31438	Brush Type 2 A1A-A1A	in service
D6729	EE Type 3 Co-Co	in service
45132	Peak Type 4 1Co-Co1	under restoration
47635 *Jimmy Milne*	Brush Type 4 Co-Co	under overhaul

FAWLEY HILL LIGHT RAILWAY, BUCKINGHAMSHIRE.

A private railway in the grounds of the late Sir William McAlpine's home, an open day has traditionally been held once a year.

Sir William sadly died in early 2018, but it is intended the railway will continue to operate.

LEFT: Hudswell Clarke 0-6-0ST No. 31 on the Fawley Hill Light Railway in 2013. JOHN HUGHES

Industrial steam locomotive

31	0-6-0ST	H Clarke	1026	1931	in service

BR diesel locomotive

D2120	Class 03 0-6-0DM	in service

The replica LNWR 'Bloomer' 2-2-2 No. 1009 on display at Milton Keynes Museum. PHIL MARSH

Avonside 0-6-0ST *Robert* on display outside Stratford station. JAMIE SQUIBBS

LONDON TRANSPORT MUSEUM DEPOT, ACTON.

The London Transport Museum's reserve collection is kept at its depot in Acton, which is principally a storage site, open on regular visitor days throughout the year. Larger exhibits held here include a complete 1938 stock tube train as well as early locomotives from the first sub-surface and first deep-level lines.

LONDON TRANSPORT MUSEUM, COVENT GARDEN.

The museum is located in a Victorian iron and glass building that had formed part of the Covent Garden vegetable, fruit and flower market.

The collection was started at the beginning of the 20th century with firstly London buses, then rail vehicles, including the first underground electric train, from 1890.

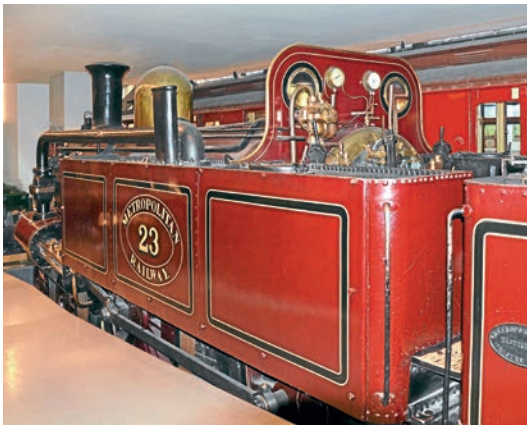
The building was occupied by the London Transport Museum in 1980. The collection had been located at Syon Park since 1973, and before that had formed part of the Museum of British Transport at Clapham. The museum reopened in 2007 after a two-year refurbishment.

British main line steam locomotives

23	Metropolitan 4-4-0T	1866	on display
	Wotton Tramway 4wG	1872	on display

Electric locomotives

5 *John Hampden*	Metropolitan Bo-Bo	1922	on display
ESL 107	Bo-Bo	1903	on display



Metropolitan Railway 4-4-0T No. 23 in the London Transport Museum at Covent Garden. ROBIN JONES

SOUTH KENSINGTON, SCIENCE MUSEUM.

The Science Museum is a major landmark on Exhibition Road in South Kensington, London. It was founded in 1857, and today is one of the city's major tourist attractions, attracting 3.3 million visitors annually.

It is part of the Science Museum Group, having merged with the Museum of Science and Industry in Manchester in 2012.

A museum was founded in 1857 from the collection of the Royal Society of Arts and surplus items from the Great Exhibition, as part of the South Kensington Museum, together with what is now the Victoria and Albert Museum.

It included a collection of machinery, which became the Museum of Patents in 1858, and the Patent Office Museum in 1863. This collection contained many of the most famous exhibits of what is now the Science Museum.

In 1885, the Science Collections were renamed the Science Museum, and in 1893 a separate director was appointed.

On June 26, 1909 the Science Museum, as an independent entity, came into existence.

The Science Museum's present buildings were opened to the public in stages over the period 1919–28. It now holds a collection, including such famous items as the oldest surviving steam locomotive: *Puffing Billy*.

However, the locomotive exhibits have gradually reduced, with the original Stephenson's *Rocket* being moved to the north of England for an exhibition in 2018, after being at Kensington since 1862.

British main line steam locomotives

Puffing Billy	0-4-0	1814	on display
Rocket	L&MR 0-2-2	1829	on loan to Tyneside
49 *Columbine*	GJR 2-2-2	1845	on display

The original Stephenson's *Rocket* in the Science Museum at South Kensington. The locomotive went on display at the Great Exhibition of the North on Tyneside in 2018. ROBIN JONES.

GWR 4-6-0 No. 5972 *Olton Hall* as '*Hogwarts Castle*' in Platform 9¾ at King's Cross at Warner Brothers' Harry Potter Studio Tour at Leavesden Studios. JACK BOSKETT

Sites with one locomotive on display

LEAVESDEN, WARNER BROTHERS HARRY POTTER STUDIO TOUR, HERTFORDSHIRE.

British main line steam locomotive

5972 Olton Hall ('Hogwarts Castle')	GWR 4-6-0	1937	on loan from WCR Carnforth

MILTON KEYNES MUSEUM, BUCKINGHAMSHIRE.

British main line steam locomotive

1009 *Wolverton*	replica GJR 2-2-2	1991	

STRATFORD STATION, GREATER LONDON.

Industrial steam locomotive

Robert	0-6-0ST	Avonside	2068	1933	on display

WINDSOR, MADAME TUSSAUD'S, BERKSHIRE.

British main line steam locomotives

3041 *Queen*	replica GWR broad gauge 4-2-2	1983	

CROSSNESS PUMPING STATION, ABBEY WOOD, SOUTH-EAST LONDON. 1ft 6in.

The idea of a light railway being built near Abbey Wood has been around since 2011, when the Royal Gunpowder Mills at Waltham Abbey loaned Avonside oil-fired 0-4-0T *Woolwich* to the Crossness Engines Trust, under an agreement to restore it. The engine worked on the extensive railway system at nearby Woolwich Arsenal.

The railway at Waltham Abbey is now being constructed to 2ft 6in gauge.

Bexley Council has approved the trust's plans for an 18in-gauge line to take visitors over the half-mile from the entrance to the pumping station, subject to a survey on managing road traffic from visitors to the site.

The group's base is located inside one of the world's largest sewage treatment works. Crossness Sewage Treatment Works purifies almost all of south London's liquid effluent at the rate of 14 tons per second. It has not been possible to allow general public access and so the opportunities for open days have been limited. For several years, Thames Water and the trust have been looking at ways of allowing paying visitors into the preserved pumping station, considered to be a marvel of Victorian engineering, on a more frequent basis.

Avonside 0-4-0T *Woolwich*. ROBIN JONES

Steam locomotive				
Woolwich	0-4-0T Avonside	1748	1916	under overhaul

Orenstein & Koppel 0-4-0WT No. 11 *PC Allen* and Barclay 0-6-0T No. 4 *Doll* head a freight train out of Pages Park on the Leighton Buzzard Railway, while O&K 0-6-0WTs *Elf* and *Pedemoura* are on shed. CHRIS KENNEDY

LEIGHTON BUZZARD RAILWAY, BEDFORDSHIRE. 2ft.

The Iron Horse Railway Preservation Society reopened this line as England's first narrow gauge preserved steam railway.

The line was built after the First World War to serve sand quarries north of the town, but in the late-1960s the quarries switched to road transport and the railway was taken over by volunteers.

The line originally had a couple of steam engines in 1919, but they proved inappropriate for the tightly curved line and were quickly sold.

The railway became the first in Britain to be operated entirely by internal combustion, almost exclusively the products of the Motor Rail company.

The Leighton Buzzard Railway opened for business in the late-1960s and is now just under three miles long. Much of the line runs through a relatively modern housing estate.

A large collection of steam and internal combustion locomotives run on the line, many steam engines having been imported from abroad.

Kerr Stuart 0-6-2T *Superior* passes a Bactrian camel at the Great Whipsnade Railway. ZSL

GREAT WHIPSNADE RAILWAY, BEDFORDSHIRE. 2ft 6in

Construction of this railway started in 1970, and the line opened on August 26 that year, to provide rides within the animal enclosures at Whipsnade Zoo.

Originally called the Whipsnade and Umfolozi Railway, it was later extended to form a loop through several paddocks, and is now more than a mile in length. Motive power came from the Bowater's Railway, now the Sittingbourne & Kemsley Light Railway, in Kent, which was the last steam-operated narrow gauge industrial railway in the UK, and had recently closed.

The train passes elephant and Asian rhinoceros paddocks before entering an area known as 'Passage through Asia'. Here, there are no barriers between the train and the animals, which consist of Bactrian camels, yak and Père David's Deer.

As the train passes the Africa paddock, there are gemsbok, ostrich and zebra, with Lake Daedalus on the right.

Steam locomotives

No. 2 *Excelsior*	0-4-2ST	Kerr Stuart	1049	1908	in service
No. 4 *Superior*	0-6-2T	Kerr Stuart	4034	1920	in service

An assortment of 20 internal combustion locomotives on the Leighton Buzzard Railway. MERVYN LEAH

Avonside 0-4-0T *Sezela* No. 4 runs through the housing estate on the Leighton Buzzard Railway.

Steam locomotives

Sezela No. 4	0-4-0T	Avonside	1738	1915	under overhaul
Elidir	0-4-0T	Avonside	2071	1933	under overhaul
No. 4 *Doll*	0-6-0T	Barclay	1641	1919	in service
No. 3 *Rishra*	0-4-0T	Baguley	2007	1921	in service
No. 1 *Chaloner*	0-4-0VBT	DeWinton		1877	in service
Peter Pan	0-4-0ST	Kerr Stuart	4256	1922	in service
Pixie	0-4-0ST	Kerr Stuart	4260	1922	under overhaul
Nutty	4wVBT	Sentinel	7701	1929	on display
No. 73	0-4-0WT	Freud	73	1901	on display
No. 2023	0-8-0T	Krauss	7455	1918	awaiting restoration
No. 11 *P C Allen*	0-4-0WT	O&K	5834	1912	in service
Pedemoura	0-6-0WT	O&K	10808	1924	in service
Elf	0-6-0WT	O&K	12740	1936	in service
	0-4-0WT	O&K	2544	1907	awaiting restoration
No. 778	4-6-0T	Baldwin	44656	1917	in service

LONDON MUSEUM OF WATER & STEAM, KEW BRIDGE. 2ft.

The building is situated on the site of the old Kew Bridge Pumping Station in Brentford, near Kew Bridge, on the River Thames, and is an internationally recognised museum of working steam pumping engines.

Founded in 1975 as the Kew Bridge Steam Museum, it was rebranded in early-2014 following a major investment project.

The museum runs a 2ft-gauge railway, which in 2009 saw the introduction of a new-build Kerr Stuart Wren class steam locomotive, *Thomas Wicksteed*.

The line runs for 400 yards around the Kew Bridge site, and passenger trains are operated at weekends and on other special event days.

The railway was not an original feature of the waterworks at Kew Bridge, but was inspired by similar facilities provided at major waterworks in the UK, notably the Metropolitan Water Board Railway, which originally ran between Hampton and the Kempton Park waterworks. A small part of that railway is now operated as the Kempton Steam Railway.

Steam locomotives

Thomas Wicksteed	0-4-0ST	Kew	2009	in service

HAMPTON & KEMPTON WATERWORKS RAILWAY, GREATER LONDON. 2ft.

This railway opened in 2013, based on a former 2ft-gauge line, known as the Metropolitan Water Board Railway, which was built between 1914 and 1916 to carry coal from wharves on the River Thames to the pumping stations at Hampton and Kempton Park. In 1945 the line closed. In May 2003, the Metropolitan Water Board Railway Society was formed with the intention of reopening the railway between Hampton and the Kempton Great Engine House, using as much of the original trackbed as possible. The Kempton Great Engine House features the large Kempton Park Steam Engines, the same engines as used in old ships such as the Titanic, and are in steam on selected weekends.

The planned second phase of the railway will involve the construction of a further three miles of track.

The railway runs mainly on Sundays during the summer.

Steam locomotives

3 *Darent*	0-4-0T	Barclay	984	1903	under overhaul off site
Wendy	0-4-0ST	Bagnall	2091	1919	in service, loan from Bursledon

Barclay 0-4-0ST *Darent* passes the junction with the new line which will link the current Hampton & Kempton Waterworks Railway with the Kempton Great Engine House. TONY EATON

OLD KILN LIGHT RAILWAY, TILFORD, FARNHAM, SURREY. 2ft.

The Old Kiln Light Railway is located at the Rural Life Centre open-air museum in Tilford. Founded in the early-1970s as the Wey Valley Light Railway, this line was located around a disused pumping station in Farnham

In 1982, the land was sold for redevelopment, and the railway track and equipment was relocated to the Old Kiln Museum, now known as the Rural Life Centre.

The line has since extended around the perimeter of the museum and a small stretch of track serves the museum's heritage timber yard demonstration area. It operates on Sundays and some Bank Holidays during the summer season.

Orenstein & Koppel 0-6-0WT *Elouise* in action at the Old Kiln Light Railway in Surrey. JAMES HAMILTON

Steam locomotives

Pamela	0-4-0ST	Hunslet	920	1906	under restoration
Elouise	0-6-0WT	O&K	9998	1922	under overhaul
Emmet	0-4-0T	Haylock/Moors Valley			loan from Moors Valley

RIGHT: A test train running on Mail Rail at Mount Pleasant.

MAIL RAIL, MOUNT PLEASANT, LONDON. 2ft.

One of the most unusual preserved railways, which opened in 2017, is the Post Office Railway, known as Mail Rail since 1987.

It is a driverless underground railway in London that was built by the Post Office with assistance from the Underground Electric Railways Company of London, to move mail between sorting offices either side of the city. It operated from 1927 until 2003.

However, in October 2013, the British Postal Museum & Archive announced plans to open part of the network to the public, and work on the new museum, and the railway began in 2014.

New tourist trains were built in late-2016, and the railway opened on a circular route, running beneath the depot at Mount Pleasant, with a journey time of around 15 minutes.

Private Sites

ENFIELD TIMBER, GREATER LONDON.

Steam locomotive

792 *Hen*	5ft-gauge	Finnish Tr1 0-6-0T	1927

FINMERE

BR diesel/electric locomotive

73130	Bo-Bo electro-diesel

HAMBLEDON, P RAMPTON TRUST.

Extensive collection of 20 or more narrow gauge steam locomotives, not accessible to the public.

HEMEL HEMPSTEAD, ENFIELD TIMBER, HERTFORDSHIRE.

Steam locomotives

792	Finnish 5ft-gauge Vr1 0-6-0T	1925
1151	Finnish 5ft-gauge Tk3 2-8-0	1949

LONDON UNDERGROUND

British main line electric locomotive

12 *Sarah Siddons*	Metropolitan Bo-Bo electric	1922	LUL main line service

READING, NICK WILLIAMS. 2ft.

Steam locomotives

No. 9 *Jack*	0-4-0T	Barclay	1871	1925
Sezela No. 2	0-4-0T	Avonside	1720	1915
Sezela No. 26	0-4-0T	Avonside	1928	1923

SOUTHALL, GWPG, GREATER LONDON.

The GWR Preservation Group was formed in 1976 to preserve railway heritage in London. The group's intention is still to establish a permanent working railway heritage centre in West London

The group occupied sidings at Southall, but has so far not been successful in obtaining a stretch of line to operate its stock. It moved to Southall shed in 1990.

The group currently focuses on restoring its locomotives and rolling stock.

British main line steam locomotives

9682	GWR 0-6-0PT	1949	under overhaul

SOUTHALL, WEST COAST RAILWAYS AND LOCOMOTIVE SERVICES LTD, SEPARATE BASES.

British main line steam locomotive

35027 *Port Line*	SR MN 4-6-2	reb 1957	awaiting overhaul
61306 *Mayflower*	LNER B1 4-6-0	1947	in main line service

STEWARTS LANE MAINTENANCE DEPOT, SOUTH LONDON.

British main line steam locomotive

35028 *Clan Line*	SR MN 4-6-2	reb 1959	main line service

BR diesel/electric locomotive

73136 *Perseverance*	Bo-Bo electro-diesel	main line service
73109	Bo-Bo electro-diesel	main line service

WEMBLEY TRACTION MAINTENANCE DEPOT, WEST LONDON.

BR electric locomotives

86101	Class 86 Bo-Bo	main line service
86401	Class 86 Bo-Bo	main line service
87002 *The AC Locomotive Group*	Class 87 Bo-Bo	main line service

WINDSOR, DAVID BUCK.

Steam locomotives

Hornpipe	0-4-0ST	Peckett	1756	1928	
Sir Vincent	4wWT	A Porter	8800	1917	
1016	5ft-gauge Finnish Hr1 4-6-2			1955	in service

WOTTON LIGHT RAILWAY, WOTTON UNDERWOOD, BUCKINGHAMSHIRE. 1ft 3in.

The Wotton Light Railway is a private light railway. The line is privately owned and operated, but it can be viewed at strategic points where it crosses public footpaths, and by invitation on occasional operating days.

Steam locomotive

Sandy	0-6-0T	Exmoor	301	1996	in service

GER Y14 0-6-0 No. 564 heads away from Sheringham on the North Norfolk Railway.

East Anglia

PRESERVED RAILWAYS, MUSEUMS AND CENTRES – STANDARD GAUGE

In 1959, East Anglia saw Britain's first major railway closure when virtually the whole of the Midland & Great Northern Joint Railway system was shut down.

It prompted the formation of a society to preserve it, but it was to be 1975 before the society ran its first public trains on the North Norfolk Railway, between Sheringham and Weybourne.

Norfolk has always been fertile ground for railway preservation, and one of the country's most unusual but successful steam centres was established in the 1960s at a garden centre at Bressingham, near Diss. Not only were there traction engines, fairground organs and narrow gauge railways transporting passengers around the flower beds, but there were big main line Pacifics from BR and abroad in steam, and giving footplate rides at a time when big express engines were rarely seen in steam in Britain.

The Nene Valley Railway opened for business in 1977, offering the experience of travel in Continental steam trains, and a late starter was the lengthy Mid-Norfolk Railway, from Dereham to Wymondham.

Narrow gauge lines opened up on standard gauge trackbeds in the form of the Bure Valley and Wells & Walsingham railways.

BRESSINGHAM STEAM MUSEUM, DISS, NORFOLK.

This centre is unique in British railway preservation. The late Alan Bloom MBE moved to Bressingham Hall in 1946. A renowned horticulturalist, he established Bressingham Gardens.

He also established a steam museum in the 1960s, with traction engines, fairground organs and narrow gauge steam railways, which carried passengers through the extensive gardens.

The museum was extended to include standard gauge steam locomotives, but this was not a main line steam centre in the same way as other such centres which were being established in the 1960s, as it was nowhere near a railway line.

Some standard gauge track was laid alongside the museum building, and it was possible to steam the engines and give short footplate rides.

The museum obtained a unique collection of motive power, from industry and from abroad, and was even loaned locomotives from the National

Collection, including BR Standard Britannia Pacific No. 70013 *Oliver Cromwell*, immediately after it had hauled BR's last steam train in August 1968.

More big main line steam power moved to Bressingham when Butlins loaned four steam engines, which had been on display at its holiday camps at Skegness and Ayr, including *Royal Scot* and *Duchess of Sutherland*.

Enthusiasts at the time were disappointed such engines could never be seen hauling main line passenger trains again, but Bressingham offered a completely different steam experience.

It had considerably better visitor facilities and secure covered accommodation for its collection than the early heritage lines and railway centres then being established.

Over the past 50 years, the collection has changed; most of the larger engines have moved to locations where they can pull passenger trains again, but they have been replaced by further historic steam engines loaned from the National Collection at York.

The National Collection's LTSR 4-4-2T No. 80 *Thundersley* on display at the Bressingham Steam Museum.

British main line steam locomotives

662	LBSCR A1X 0-6-0T			1875	in service
102 *Granville*	LSWR B4 0-4-0T			1893	on display
80 *Thundersley*	LTSR 4-4-2T			1909	on display
87	GER S56 0-6-0T			1904	on display
490	GER T26 2-4-0			1894	on display
990 *Henry Oakley*	GNR C2 4-4-2			1898	on display

Continental steam locomotives

377 *King Haakon VII*	Norwegian NSB 21c 2-6-0			1919	awaiting overhaul
5865 *Peer Gynt*	NSB (German Class 52) 2-10-0			1944	on display
1144	5ft-gauge Finnish Tk3 2-8-0			1948	on display

Industrial steam locomotives

Robert Kett	0-4-0F	Barclay	1472	1916	stored
William Francis	0-4-0+0-4-0	B Peacock	6841	1937	on display
3193	0-6-0ST	Hunslet	3193	1944	under overhaul
25	0-4-0ST	Neilson	5087	1896	on display
Millfield	0-4-0CT	RSH	7070	1942	stored

Narrow gauge steam locomotives

1ft 11in.

Gwynedd	0-4-0ST	Hunslet	316	1883	in service
No. 994 *George Sholto*	0-4-0ST	Hunslet	994	1909	in service
No. 2 *Bevan*	0-4-0WT	Bressingham		2010	in service

1ft 3in.

No. 1662 *Rosenkavalier*	4-6-2	Krupp	1662	1937	on display
1663 *Mannertreu*	4-6-2	Krupp	1663	1937	under overhaul
St Christopher	2-6-2T	Exmoor	311	2001	in service

10¼in.

No. 1 *Alan Bloom*	0-4-0STT	Bressingham		1995	in service

Bressingham-built 0-4-0STT No. 1 *Alan Bloom* on the 10¼in-gauge Garden Railway. MALCOLM RANIERI

COLNE VALLEY RAILWAY, CASTLE HEDINGHAM, ESSEX.

The Colne Valley Railway (CVR) is a privately owned heritage line. It is close to the Stour Valley branch, which was also expected to become a preserved steam railway.

The railway occupies part of the former Colne Valley and Halstead Railway, from Birdbrook to Wakes Colne, which opened in stages between 1860 and 1863. This part of the railway was a through line

Passenger services ended on December 30, 1961, but freight continued until 1965.

The land was bought in 1973 and the preservation society was formed in 1974. The original Hedingham station was one mile away and was taken down carefully brick by brick.

Industrial steam locomotives were acquired and short passenger shuttles were operated.

Despite its short length, the CVR is home to three ex-Barry scrapyard main line steam locomotives under long-term restoration by separate groups. There are also main line diesels on site.

British main line steam locomotives

35010 *Blue Star*	SR MN 4-6-2	reb 1957	under overhaul
45163	LMS 5MT 4-6-0	1935	under overhaul
45293	LMS 5MT 4-6-0	1936	under overhaul

Industrial steam locomotives

Barrington	0-4-0ST	Avonside	1875	1921	under restoration
1	0-4-0ST	H Leslie	3715	1928	external restoration
190	0-6-0ST	Hunslet	3790	1952	under repair
200	0-6-0ST	Hunslet	3800	1952	under restoration
60 *Jupiter*	0-6-0ST	RSH	7671	1950	Colne under restoration

BR diesel locomotives

D2041	Class 03 0-6-0DM	in service
D2184	Class 03 0-6-0DM	in service
14901	Class 14 0-6-0DH	in service, hire from AB at Peak

ABOVE LEFT: Visiting the Colne Valley Railway in May 2012 are the East Anglian Railway Museum's GER N7 0-6-2T No. 69621 and Peckett 0-6-0ST No. 2000 from Barrow Hill Roundhouse. PHIL BARNES

EAST ANGLIAN RAILWAY MUSEUM, CHAPPEL & WAKES COLNE, ESSEX.

The Stour Valley Railway Preservation Society (SVRPS) was formed in September 1968 to preserve the three miles of GER line from Sudbury to Long Melford. It could have become one of the major heritage lines in East Anglia, but fundraising did not meet with sufficient success. However, the headquarters of the SVRPS was established at the derelict Chappel and Wakes Colne station on the Marks Tey to Sudbury section in December 1969, and within three months Hunslet 0-6-0ST *Gunby* worked passenger shuttles in the yard.

A reappraisal of operations was eventually undertaken as the society had obtained a substantial collection of East Anglian railway equipment. It was decided to establish the East Anglian Railway Museum in 1986. Steam trains operate within the site on selected weekends, and GER N7 0-6-2T No. 69621 is in the society's ownership.

It is under overhaul on site, having worked for many years at numerous other heritage lines.

RIGHT: Bagnall 0-4-0ST *Jubilee*, RSH 0-6-0ST No. 54 as 0-6-0T *Thomas*, and Barclay 0-4-0ST No. 11 *Storefield* join forces at the East Anglian Railway Museum at Chappel & Wakes Colne. GEOFFREY KING

British main line steam locomotive

69621	GER N7 0-6-2T			1924	under overhaul

Industrial steam locomotives

No. 11 *Storefield*	0-4-0ST	Barclay	1047	1905	in service
Jubilee	0-4-0ST	Bagnall	2542	1936	in service
Lamport No. 3	0-6-0ST	Bagnall	2670	1942	under overhaul
Jeffrey	0-4-0ST	Peckett	2039	1943	on display
No. 54 '*Thomas*'	0-6-0T (reb from 0-6-0ST)	RSH	7031	1941	in service

BR diesel locomotive

D2279	Class 03 0-6-0DM	under overhaul at AB Darley Dale

Aveling Porter four-wheeled tank *Sirapite* is steamed at Leiston after overhaul in October 2009. STEPHEN GEATER

LEISTON WORKS RAILWAY, LONG SHOP MUSEUM, SUFFOLK

A group succeeded in buying part of the trackbed from a point between Leiston Library and the Engineers Arms in Main Street, to the junction of Buller Road and Station Road. This line was used initially by Suffolk Punch horses, hauling wagons of coal and iron down from Leiston's main railway station to the Garret Works, and then hauling manufactured goods for export back up to the station. The job was taken over by the Aveling Porter locomotive *Sirapite*, which found its way into preservation and has been restored to working order. The track will be relaid and brakevan rides offered in the future.

Industrial steam locomotive

Sirapite	4wT	A Porter	6158	1906	in service

MID-NORFOLK RAILWAY, DEREHAM, NORFOLK.

Already the fifth longest standard gauge heritage railway in Great Britain, and with plans to extend, the Mid-Norfolk Railway (MNR) was a relative newcomer to the heritage portfolio; much of its infrastructure had been sold off, with main line steam traction having been a relatively recent innovation.

It is the southern section of the former Wymondham, Dereham, Fakenham and Wells-next-the-Sea line, opened by the Norfolk Railway in 1847, which became part of the GER in 1862, and closed to passengers in stages from 1964 to 1969, when the Wymondham to Dereham services were withdrawn, although freight traffic continued as far as North Elmham until June 1989.

The formation of the Fakenham and Dereham Railway Society, a forerunner of the MNR, took place in 1978, with the intention of preserving the line between these two towns. It had little initial success, but opened a small heritage centre at Hardingham station, which later relocated to a temporary location at Yaxham, south of Dereham, and then in 1987 to County School north of the town.

A new company was formed to save the line when it was finally closed by BR, and the F&DRS gave the company its support, changing its name to the Mid-Norfolk Railway Society (MNRS) in 1990. The first passenger train, a single coach with an industrial diesel locomotive, operated at County School in November 1991, but then the new company announced it was going to lift the track between Dereham and Wymondham. The MNRS withdrew its support for the company and made its own bid for the line.

In 1994 the company started lifting track north of Dereham, but 1995 saw receivers appointed. The Mid-Norfolk Railway Preservation Trust was established to buy all of the Wymondham to North Elmham section, and in November that year the first diesel-hauled trains ran between Yaxham and the outskirts of Dereham.

The original Dereham station reopened to passengers in July 1997, with Manning Wardle 0-6-0ST *Sir Berkeley* hauling the trains, and the trust successfully bought Wymondham to Dereham in 1998.

Passenger services between Dereham and Wymondham started in 1999, with the opening of Wymondham Abbey station, services normally being DMU-operated, but the first steam passenger services ran in April 2006, headed by WR 0-6-0PT No. 9466. From 2013, occasional trains ran north of Dereham as far as Hoe. Much of the track remains as far as North Elmham, but a mile-long section requires reinstatement before regular services can be extended.

Class 47 diesels No. 47367 and 47596 *Aldeburgh Festival* double-head away from Kimberley Park on the Mid-Norfolk Railway during a diesel gala weekend.

The line remains connected with Network Rail at Wymondham, and occasional military trains, railtours (sometimes steam-hauled), and stock movements take place. It remains the long-term aim to reach Fakenham.

British main line steam locomotive

9466	GWR 0-6-0PT	1952	in service

BR diesel locomotives

D2334	Class 04 0-6-0DM	in service
31235	Brush Type 2 A1A-A-A	stored for HNRC
37003	EE Type 3 Co-Co	under restoration
50019 *Ramillies*	Class 50 EE Type 5 Co-Co	under overhaul
47367	Brush Type 4 Co-Co	in service
47580 *County of Essex*	Brush Type 4 Co-Co	on hire to WCR
47596 *Aldeburgh Festival*	Brush Type 4 Co-Co	in service

MANGAPPS RAILWAY, BURNHAM-ON-CROUCH, ESSEX.

The Mangapps Railway is a three-quarters-of-a-mile standard gauge line built across farmland. It has an extensive museum and a considerable amount of stock on display, obtained from a variety of sources. It is owned and operated by the Jolly family, assisted by volunteers.

RIGHT: Bagnall 0-6-0ST *Empress*, Barclay 0-4-0ST *Frambridge*, and Class 03 diesel No. 03081 on the Mangapps Railway. In the background are Class 03s D2018 and No. 03099. JAMES JOLLY

Industrial steam locomotives

Brookfield	0-6-0PT	Bagnall	2613	1940	under overhaul
Empress	0-6-0ST	Bagnall	3061	1954	in service, Lavender
Toto	0-4-0ST	Barclay	1619	1919	under restoration
Frambridge	0-4-0ST	Barclay	2157	1943	in service
Minnie	0-6-0ST	Fox, Walker	358	1978	on display
Gibraltar	0-4-0ST	Peckett	2087	1948	in service

BR diesel locomotives

03018	Class 03 0-6-0DM	in service
03020	Class 03 0-6-0DM	at Burnham
03081 *Lucie*	Class 03 0-6-0DM	in service
03089	Class 03 0-6-0DM	in service
03197	Class 03 0-6-0DM	in service, loan to MHR
03399	Class 03 0-6-0DM	in service
D2325	Class 04 0-6-0DM	in service
31430 *Sister Dora*	Brush Type 2 A1A-A-A	in service
33018	BRCW Type 3 Bo-Bo	under repair at MR-B
33201	BRCW Type 3 Bo-Bo	in service, hire to Spa Valley
33202 *Dennis G Robinson*	BRCW Type 3 Bo-Bo	in service, loan to MHR
47579 *James Nightall GC*	Brush Type 4 Co-Co	in service at MHR

RAILWORLD, PETERBOROUGH NENE VALLEY.

Continental steam locomotive

996	Danish DSB 4-6-2	1950	on display

Overseas diesel locomotive

804	US Alco Bo-Bo diesel	1950	for sale

MID-SUFFOLK LIGHT RAILWAY, BROCKFORD & WETHERINGSETT, SUFFOLK.

Although closed in 1952, and not the subject of a preservation project until nearly 50 years later, the Mid-Suffolk Light Railway (MSLR) is one of the most authentically re-created, if short, preserved railways.

The Light Railways Act of 1896 allowed railways to be built at a fraction of the cost of 'heavy' railways. Speeds were limited to 25mph, and the requirements for fencing, level crossings and signalling were less onerous.

The MSLR was an ambitious scheme to open up central Suffolk. It was to run from Haughley Junction on the GER main line, to Halesworth, on the East Suffolk line.

The MSLR opened during September 1908 for passenger traffic as far as Laxfield, a distance of about 19 miles from Haughley. It was absorbed into the LNER in 1924, but in 1951, closure was announced, and the final train ran on Saturday, July 26, 1952.

As late as 1990, a small group of local railway enthusiasts felt there ought to be a permanent reminder of the line. A museum was set up in the village of Wetheringsett, almost on the site of the former Brockford station.

The first steam gala on the Mid-Suffolk Light Railway saw a double-headed train with Hawthorn Leslie 0-4-0ST No. 3 (3597 of 1926) and visiting Hudswell Clarke 0-6-0ST *Wissington* (1700 of 1938) at Brockford & Wetheringsett.

The first trains were hauled by GER J15 0-6-0 No. 564 at Brockford & Wetheringsett station, with two GER coaches, on July 7, 2002, re-creating the last train of 1952.

Now well established as a preserved railway and a Suffolk tourist attraction, steam trains are run on numerous Sundays during the year.

British main line steam locomotives

985	NER Y7 0-4-0T			1923	on hire from North Norfolk Railway

Industrial steam locomotives

	0-4-0ST	Bagnall	2565	1936	in service
Illingworth	0-6-0ST	H Clarke	1208	1916	in service, loan from Embsay
	0-6-0ST	H Clarke	1604	1928	under restoration

Continental steam locomotive

	0-4-0VBT	Cockerill	2525	1906	in service

NENE VALLEY RAILWAY, WANSFORD, CAMBRIDGESHIRE.

The Nene Valley Railway's (NVR) main running line from Peterborough to Yarwell Mill was built by the London & Birmingham Railway, later part of the LNWR.

The LBR line was opened from Blisworth, on the West Coast Main Line, to Peterborough in 1845, making an end-on connection with the Eastern Counties Railway. It briefly formed the city's rail link with the capital, until the GNR line from King's Cross was opened.

The line split at Yarwell Junction, with routes to Northampton and to Rugby, the latter forming the main rail link from Birmingham to East Anglia.

Northampton trains ceased in 1964 and Rugby trains in 1966, with through services diverted via Leicester, but freight traffic continued to Oundle until 1972. The Peterborough Development Corporation acquired the double-track line which ran through its proposed Nene Park, part of the plan for doubling the size of the city.

A variety of visiting motive power outside Wansford shed on the Nene Valley Railway. BR Standard 8P Pacific No. 71000 *Duke of Gloucester*, Hunslet Austerity 0-6-0ST *USC No. 22*, and GWR 4-6-0 No. 4936 *Kinlet Hall*.

A local vicar, the Rev Richard Paten, had bought a BR Standard 5MT 4-6-0 No. 73050 from BR in 1968, and from this came the NVR, which reopened over the five miles from Orton Mere to Wansford in May 1977, initially using predominantly continental locomotives and stock. The line was extended east from Orton Mere into Peterborough in 1986, and west from Wansford to Yarwell, to give a length of 7½ miles.

There was initially no direct connection between the LBR and GNR, but a 1¼-mile loop line was built by the GNR, which has seen more closures and reopenings than most. This branch from Longueville Junction, which now forms the line's connection with Network Rail, is used for stock movements and occasional railtours.

The continental locomotives are now all out of service, and although trains are sometimes worked by industrial steam engines or diesels, it regularly runs big main line visiting engines such as LNER Pacifics.

British main line steam locomotives

5619	GWR 0-6-2T			1925	in service/on loan from Telford
34081 *92 Squadron*	SR BB 4-6-2			1948	in service
73050 *City of Peterborough*	BR 5MT 4-6-0			1954	under overhaul

Continental steam locomotives

B101	Swedish SJ 4-6-0			1944	stored
1178	Swedish SJ 2-6-2T			1914	under overhaul
656	Danish DSB 0-6-0T			1949	under overhaul
64305	German DB Class 64 2-6-2T			1934	stored
Toby	0-4-0VBT	Cockerill	1626	1890	under restoration

Industrial steam locomotives

Derek Crouch	0-6-0ST	H Clarke	1539	1924	on display
Thomas	0-6-0T	H Clarke	1800	1947	in service
Newstead	0-6-0ST	Hunslet	1589	1929	awaiting overhaul
Jacks Green	0-6-0ST	Hunslet	1953	1939	on display
75006	0-6-0ST	Hunslet	2855	1943	awaiting overhaul
Swiftsure	0-6-0ST	Hunslet	2857	1943	under repair off site

Main line diesel locomotives

D9520	Class 14 0-6-0DH				in service
D9523	Class 14 0-6-0DH				overhaul for Derwent VR
9529	Class 14 0-6-0DH				in service
31271 *Stratford 1840-2001*	Brush Type 2 A1A-A1A				in service
D182	Peak 1Co-Co1 Type 4				in service
801	US Alco Bo-Bo diesel			1950	under restoration

NORTH NORFOLK RAILWAY, SHERINGHAM, NORFOLK.

THE Midland & Great Northern Joint Railway remained independent at the Grouping, and only became part of the LNER in 1937. Never profitable, virtually the entire system was closed by BR in February 1959.

The Midland and Great Northern Joint Railway Society was founded in October that year. It was one of the first railway preservation groups in the UK, and initially intended to preserve as much of the system as it could.

It bought two main line engines and some stock, but it was not until much of the last surviving M&GN branch line from Sheringham to Melton Constable closed in 1964, that the society decided on the section of line between Sheringham and Weybourne.

The line is just over five miles long, with work on rebuilding it starting in 1965. In June 1967, the two steam locomotives – J15 0-6-0 No. 65462 and B12 4-6-0 No. 61572 – were delivered to Sheringham by rail via Cromer.

Services started to Weybourne in 1975, but BR lifted the track beyond there, which had to be relaid before services could be extended to Holt from 1989.

Today, the North Norfolk Railway (NNR) represents as much ex-M&GN mileage in preservation as there is on Network Rail, and in 2010 the two remaining five-mile sections of the M&GN were finally reconnected, when the NNR reinstated the level crossing at Sheringham and linked again to the national rail network for the first time in 40 years. Dining trains run from Sheringham over Network Rail's Bittern Line to Cromer on selected weekends in summer. The motive power fleet is large and varied, with many engines being in the ownership of the Midland and Great Northern Joint Railway Society.

The railway's engineering workshops have developed a good reputation, and locomotives, or in many cases their boilers, are overhauled at Weybourne.

A line up of the Midland & Great Northern Joint Railway Society's steam engines at Weybourne on the North Norfolk Railway: Hudswell Clarke 0-6-0ST *Wissington*, GER Y14 0-6-0 No. 564, LNER B12 4-6-0 No. 8572, and WD Austerity 2-10-0 No. 90775 *Royal Norfolk Regiment*. STEVE ALLEN / M&GNJRS

British main line steam locomotives

53809	SDJR 7F 2-8-0	1925	in service
985	NER Y7 0-4-0T	1923	on hire to Mid-Suffolk Light Railway
1744	GNR N2 0-6-2T	1921	in service
564	GER Y14 0-6-0	1912	in service
8572	LNER B12 4-6-0	1928	in service
76084	BR 4MT 2-6-0	1957	in service
90775 *Royal Norfolk Regiment*	WD 2-10-0	1943	in service
92203 *Black Prince*	BR 9F 2-10-0	1959	in service

Industrial steam locomotives

Wissington	HC 0-6-0ST	H Clarke	1700	1938	in service loan to Beamish
Ring Haw	HE 0-6-0ST	Hunslet	1982	1940	in service
Agecroft No. 3	0-4-0S	TRSH	7681	1951	under overhaul

Main line diesel locomotives

D2051	Class 03 0-6-0DM	in store
D2063	Class 03 0-6-0DM	in service
D3935	Class 08 0-6-0DE	in service
08772 *Camelodunum*	Class 08 0-6-0DE	in service
12131	Class 11 0-6-0DE	in service
25057	BR/Sulzer Type 2 Bo-Bo	in store
D5631	Brush Type 2 A1A-A1A	under overhaul
D6732	EE Type 3 Co-Co	under overhaul

WHITWELL & REEPHAM STATION, NORFOLK.

Whitwell and Reepham station closed in 1959, but is now situated on the Marriott's Way long-distance footpath.

The station was opened in 1882 as part of the Midland and Great Northern Joint Railway's branch from the main line at Melton Constable to Norwich City. BR made the decision to close the majority of the M&GN system in 1959, but leaving parts open for freight until around 1964.

The line through Whitwell remained open though until 1985, serving the concrete works at nearby Lenwade.

Following the lifting of the track through the station, the trackbed was reused as part of the Marriott's Way footpath from 1993.

After years of lying derelict, the intact station buildings were offered for sale in 2006 by Norfolk County Council. It was bought in September 2007 by railway enthusiast Mike Urry, who has restored the station and relaid track in the yard.

The station saw steam return on February 28, 2009 – the 50th anniversary of the closure of the M&GN – when Peckett 0-6-0ST No. 2000 visited from Barrow Hill Roundhouse.

Three 0-4-0STs are now on site, along with other stock, and short rides are offered at weekends.

A North British 0-4-0 diesel, a Ruston & Hornsby 4wDM, and other stock in the yard at Whitwell & Reepham station.

Industrial steam locomotives

Annie	0-4-0ST	Barclay	945	1904	under overhaul
No. 8 *Victory*	0-4-0ST	Barclay	2199	1945	in service
Agecroft No. 3	0-4-0ST	RSH	7681	1951	under overhaul

WEETING, FENGATE FARM, NORFOLK.

This is the location of a major annual steam rally, held on the third weekend of July, but is unique in having a length of standard gauge track on which its resident Barclay 0-4-0ST can run up and down.

Industrial steam locomotive

Little Barford	0-4-0ST	Barclay	2069	1939	in service

Continental steam locomotive

1060	5ft-gauge Finnish Tr1 2-8-2	on display

Individual locomotive on display

CAISTER CASTLE MOTOR MUSEUM, NORFOLK.

Industrial steam locomotive

42 *Rhonnda*	0-6-0ST	M Wardle	2010	1921	

BURE VALLEY RAILWAY, AYLSHAM, NORFOLK. 1ft 3in.

The railway runs on the trackbed of the Great Eastern Railway route from County School to Wroxham, which was opened in 1880. The line closed to passenger traffic as long ago as 1952, but freight traffic, in the form of concrete beams from Lenwade, continued until 1981. Norfolk County Council bought the line from Norwich through to Aylsham via Lenwade, Reepham and Cawston.

The section from Aylsham to Wroxham was bought by Broadland District Council, with the intention of retaining the rail routes as long-distance footpaths.

A novel solution to the question of how to finance the new footpath between Aylsham and Wroxham was to construct a new nine-mile narrow gauge railway with the footpath alongside.

Two local businessmen were contracted to build the line; construction started in May 1989 and it opened in July 1990.

The railway had good station facilities, and built 20 modern and comfortable coaches, but it had no engines. As a result locomotives were hired from the Romney, Hythe & Dymchurch Railway (RHDR) in Kent.

A company involved in financing the railway went into receivership almost immediately, as did the new railway, but administrators kept it running and sold it to new owners, who intended to continue operating it.

Engines were obtained to replace the RHDR ones, one of which was a diesel, converted to a steam engine by Winson Engineering.

In 1993, the owners resold the railway, with the new owner investing in bigger steam engines, also built by Winson. They were specifically designed and built to work on the demanding nine-mile route, and are some of the largest and most powerful 15in-gauge steam locomotives built.

The Bure Valley Railway was a major customer of Winson Engineering, which was set up in Porthmadog, but latterly traded in Daventry, until it closed down.

However, the railway was resold again, and did not have stable ownership and management until 2001. The railway has now been running successfully for 28 years, and has become a major tourist attraction, with more than 100,000 visitors a year.

Steam locomotives

1 *Wroxham Broad*	2-6-4T	reb Winson		1992	in service
6 *Blickling Hall*	2-6-2	Winson	12	1994	in service
7 *Spitfire*	2-6-2	Winson	14	1994	under overhaul
8 *John of Gaunt*	2-6-2T	Winson/BVR	16	1998	in service
9 *Mark Timothy*	2-6-4T	Winson	20	1999, reb A Keef	in service

SOUTHWOLD RAILWAY, WENHASTON, SUFFOLK. 3ft.

The Southwold Railway was an eight-mile, 3ft-gauge railway between Halesworth and Southwold, which opened in 1879 and closed in 1929.

Many years later, the Southwold Railway Society was formed in 1994. This was followed by the Southwold Railway Trust in 2006, with the objective of promoting awareness of the heritage of the Southwold Railway, preserving any remaining artefacts, and instigating re-instatement of the railway as a local community and public amenity, connecting Southwold to the main line railway at Halesworth.

The trust submitted a planning application in June 2012 with a view to re-creating a new station close to the original station site in Wenhaston.

Plans include a new station building based on the design of the original, plus a workshop and visitor centre building.

The proposals include the reopening of a half-mile section of the original railway towards Blythburgh.

To haul trains on the reopened line the trust is progressing with the construction of a replica Sharp Stewart 2-4-0T, based on the railway's original locomotives. It has also recently obtained a 3ft-gauge Peckett 0-6-0ST.

Steam locomotives

Scaldwell	0-6-0ST	Peckett	1316	1913	awaiting restoration
No. 7 *Tynwald*	IOMR 2-4-0T	B Peacock	2038	1880	frames only

STRUMPSHAW HALL STEAM MUSEUM, NORFOLK. 2ft.

This is primarily a museum of traction engines and related items, but it does have a narrow gauge railway and a steam engine, although services are normally in the hands of a Motor Rail diesel. The museum usually opens on the last Sunday of the month from April to October.

Continental steam locomotive

Ginette Marie	0-4-0WT	Jung	7509	1937	on display

TOP LEFT: Leek & Manifold-style 2-6-4T No. 9 *Mark Timothy* on the Bure Valley Railway. It was originally built by Winson Engineering in a County Donegal Railway style, but its performance was unsatisfactory and No. 9 was rebuilt in 2003 by Alan Keef Ltd.

THURSFORD GREEN STEAM MUSEUM, NORFOLK. 2ft.

Thursford is the home of the Thursford Collection, which is an assortment of steam engines and organs, housed in a museum. The collection was founded by the late George Cushing, and what began as a hobby turned into one of the world's most important steam and fairground museums.

The collection includes a Mighty Wurlitzer, which is the fourth-largest in Europe and has a total of 1,339 pipes. There is also a 19th-century gondola merry-go-round, which was built in the Norfolk factory of Frederick Savage.

The collection and museum is also famous for its popular summer and winter shows. The annual Christmas Spectaculars attract coachloads of devotees from around the country and must be booked months in advance.

Unfortunately, its narrow gauge railway no longer operates and the locomotive is stored.

Steam locomotive

Cackler	0-4-0ST	Hunslet	671	1898	stored

WELLS & WALSINGHAM LIGHT RAILWAY, NORFOLK. 10¼in.

The Wells and Walsingham Light Railway occupies a four-mile section of the trackbed of the former GER Wymondham to Wells branch, which was closed to passengers in stages from 1964 to 1969 as part of the Beeching cuts.

Other parts of this line, further south, have also been preserved as the Mid-Norfolk Railway.

The local passenger service between Dereham and Wells ended in October 1964.

Local railway enthusiast Lt Cdr Roy Francis had already built the 10¼in-gauge Wells Harbour Railway in 1976, and in 1979 he set about rebuilding the railway south from Wells, towards Walsingham. Tracklaying took three years to complete, and the railway opened on April 6, 1982, with one small steam engine.

To avoid level crossings, the railway operates from a new station located on the A149, about half a mile south of the original terminus at Wells, to a similar new terminus at Walsingham, situated a short distance north of the original GER station.

Growing passenger figures quickly necessitated more powerful engines. In 1986, two much larger locomotives were built: 2-6-0+0-6-2 Garratt No. 3 *Norfolk Hero* and a Bo-Bo diesel. A second larger steam engine – No. 5 – was never a success and a second Garratt was ordered – No. 6 *Norfolk Heroine*, which entered service in 2010.

In addition to the railway's own locomotives, one privately owned engine is kept at Wells: 2-6-0 No. 4, which was built in 2012 by Tony Martin, the line's chief engineer.

Trains run daily between March and November, and are mostly steam operated.

2-6-0+0-6-2 Garratt No. 3 *Norfolk Hero* on the Wells & Walsingham Light Railway.

Steam locomotives

1 *Pilgrim*	0-6-0T	D King		1981	in service
3 *Norfolk Hero*	2-6-0+0-6-2 Garraatt	N Simkins		1986	in service
4	2-6-0	T Martin		2012	in service
5 *Lady Jane Grey*	0-4-0	P Gray		1995	stored
6 *Norfolk Heroine*	2-6-0+0-6-2 Garratt	R Coleby			in service

YAXHAM LIGHT RAILWAY, MNR. 2ft.

The Yaxham Light Railway is situated next to Yaxham station, on the Mid-Norfolk Railway. Mr D C Potter opened the site's first narrow gauge line in the former goods yard in 1967. It was constructed for his Hunslet 0-4-0ST – *Cackler* – and the disused tracks of this line can still be seen from passing trains on the Mid-Norfolk Railway.

In 1969, the engine was moved across the standard gauge line to the Yaxham Park Light Railway, which ran for more than half a mile in meadows beyond the station, eventually being replaced by today's Yaxham Light Railway.

The main running line is 360yd long and operates a collection of industrial railway equipment acquired over the years from quarries and other locations throughout the country.

Bagnall 0-4-0ST *Kidbrooke* on the Yaxham Light Railway, which runs alongside the Mid-Norfolk Railway.

Passenger trains are usually hauled by a variety of vintage diesel locomotives, but the Bagnall 0-4-0ST is often steamed to coincide with special events on the MNR.

Steam locomotives

Kidbrooke	0-4-0ST	Bagnall	2043	1917	in service
No. 1 *Coffee Pot*		Potter		1970	

Private Sites

BRAMFORD, NEAR IPSWICH.

Industrial steam locomotive

No. 35	0-4-0F	RSH	7803	1954	

SONIC ENGINEERING, BURNHAM-ON-CROUCH, ESSEX.

British main line steam locomotive

80078	BR 4MT 2-6-4T			1954	under repair

BR diesel locomotive

03020	Class 03 0-6-0DM				under restoration

SUDBURY, ACTON PLACE INDUSTRIAL ESTATE, SUFFOLK.

During autumn 1991, 10 5ft-gauge Finnish steam locomotives were imported into the UK by Enfield-based Steam Traction Ltd, and stored near Sudbury.

They were destined for a British Wild West theme park in Cornwall, but only one moved there and was scrapped after the theme park ran into financial difficulty. It closed in 2009. The rest of the collection of engines has gradually been dispersed around the country, leaving just one awaiting a buyer.

Continental steam locomotive

1077	5ft-gauge	Finnish Tr1 2-8-2		1953	

YAXHAM STATION, MID-NORFOLK RAILWAY.

Industrial steam locomotives

Castle Donington No. 2	0-4-0ST	RSH	7818	1954	awaiting overhaul
George	4wVBT	Sentinel	9596	1955	under restoration

LMS 3F 'Jinty' 0-6-0T No. 47406 meets maroon-liveried LMS 8F 2-8-0 No. 48624 heading the Great Central Railway's 'Windcutter' coal train on the line's double-track section south of Loughborough.

East Midlands

PRESERVED RAILWAYS, MUSEUMS AND CENTRES – STANDARD GAUGE

The East Midlands is a large and varied area, and its contribution to railway preservation is equally eclectic. The premier preserved steam railway is undoubtedly the Great Central Railway, with its length of double-track main line. The line should one day connect with the GCR Nottingham to give a heritage line from the outskirts of Leicester to the outskirts of Nottingham.

The Midland Railway – Butterley is short, but has an extensive collection of stock, much of it relating to the Midland Railway, while Peak Rail, running from Matlock, has long-term aims to reopen the scenic Midland Main Line route through the Peak District to Buxton.

A unique venue is Barrow Hill Roundhouse, the last working roundhouse-style locomotive shed in Britain, again with an extensive collection of stock, particularly diesel and electric.

RIGHT: Two National Collection engines: MR compound 4-4-0 No. 1000 and GER G58 0-6-0 No. 1217 as LNER J17 No. 8217 inside Barrow Hill Roundhouse in 2018.

LNER A2 Pacific No. 60532 *Blue Peter* and A4 Pacifics Nos. 4489 *Dominion of Canada* and 60008 *Dwight D. Eisenhower* at Barrow Hill in 2008. The two A4s are preserved in Canada and the USA, respectively, but were brought back to Britain for a few months as part of the celebrations to commemorate A4 Pacific No. 4468 *Mallard's* record-breaking run in 1938.

BARROW HILL ROUNDHOUSE, STAVELEY, DERBYSHIRE.

The last operational locomotive roundhouse in Britain dates back to 1870, and was in use by BR for stabling diesel locomotives until February 1991. It was built by the Midland Railway to its standard design.

After closure, the building was heavily vandalised, but after lobbying of the local council, the building was Grade II listed in February 1991.

Chesterfield Borough Council became the new owners of the shed and yard in 1996.

The council granted a lease to the Barrow Hill Engine Shed Society, which secured and refurbished the site, having been very successful in obtaining funding from various sources. The site reopened to the public in July 1998.

It is now the home to many preserved locomotives – steam and diesel. It is open to the public on summer weekends, and stages a major gala weekend most years, with many visiting engines on a particular theme.

The Deltic Preservation Society has its base next to the roundhouse building, and the Harry Needle Railroad Company stores and maintains a number of operational diesel locomotives on site for main line contracts.

The site retains its connection to the national network and can accommodate visiting railtours.

British main line steam locomotives

5164	GWR 2-6-2T	1930	on display, loan from SVR
41708	MR 1F 0-6-0T	1880	on display
1000	MR Compound 4-4-0	1902	on display, loan from NRM
1217	GER G58 0-6-0	1905	on display, loan from NRM
506 *Butler-Henderson*	GCR 11K 4-4-0	1919	on display, loan from NRM

Industrial steam locomotives

Henry	0-4-0ST	H Leslie	2491	1901	on display
8009	0-6-0ST	Hunslet	3825	1954	under restoration
'68006'	0-6-0ST	Hunslet	3192	1944	overhaul for Peak
14 *E B Wilson*	0-4-0ST	M Wardle	1795	1912	under overhaul
	0-6-0ST	Peckett	2000	1942	in service
Vulcan	0-4-0ST	Vulcan	1828	1918	under repair

BR diesel locomotives

D2853	Class 02 0-4-0DM	in service
03066	Class 03 0-6-0DM	in service
07012	Class 07 0-6-0DE	in service
D4092 *Christine*	Class 10 0-6-0DE	on display
26007	BRCW/Sulzer Type 2 Bo-Bo	in service, for GCR
33035 *Spitfire*	BRCW Type 3 Bo-Bo	in service, at GCRN
33108 *Vampire*	BRCW Type 3 Bo-Bo	in service, hire to SVR
D5910 (37159)	EE Type 2 Bo-Bo	'Baby Deltic' rebuild
40012 *Aureol*	EE Type 4 1Co-Co1	in service, loan to ELR
40013 *Andania*	EE Type 4 1Co-Co1	in service, for hire to LSL
45060 *Sherwood Forester*	Peak Type 4 1Co-Co1	in service
45105	Peak Type 4 1Co-Co1	under overhaul
45118 *The Royal Artilleryman*	Peak Type 4 1Co-Co1	under restoration
55009 *Alycidon*	EE Deltic Type 5 Co-Co	in main line service
55015 *Tulyar*	EE Deltic Type 5 Co-Co	under overhaul
55019 *Royal Highland Fusilier*	EE Deltic Type 5 Co-Co	in service

BR electric locomotives

E5001	Class 71 Bo-Bo	on display, loan from NRM
81002	Class 81 Bo-Bo	under restoration
82008	Class 82 Bo-Bo	under restoration
E3035	Class 83 Bo-Bo	under restoration
85101	Class 85 Bo-Bo	under restoration
89001	Class 89 Co-Co	under restoration

BATTLEFIELD LINE RAILWAY, SHACKERSTONE, LEICESTERSHIRE.

The Ashby & Nuneaton Joint Railway was the only major line built jointly by the MR and LNWR, opening in 1873, and not actually passing through Ashby-de-la-Zouch.

Primarily built for coal traffic, passenger services ceased in 1931 and the Coalville to Shackerstone line closed completely in 1964, although the Ashby to Nuneaton line lasted until early-1970.

Shackerstone station became the headquarters of what was later known as the Market Bosworth Light Railway and now the Battlefield Line Railway, with trains running south via Market Bosworth to Shenton, the site of the famous Battle of Bosworth in 1485.

Steam trains started running on this line in the 1970s, but the line led a relatively low-key existence until recent years when main line motive power became a much more regular feature, with some interesting visitors for gala events. There are now few resident steam engines, all of industrial origin, but a sizeable fleet of diesels, many of which require considerable restoration.

British main line steam locomotive

5541	GWR 2-6-2T			1928	in service, loan from WSR

Industrial steam locomotives

Sir Gomer	0-6-0ST	Peckett	1859	1932	in service
Richard III	0-6-0T	RSH	7537	1949	awaiting overhaul

BR diesel locomotives

D2867 *Diane*	Class 02 0-4-0DH	in service
D2245	Class 04 0-6-0DM	in service at Derwent
04110	Class 04 0-6-0DM	in service
08476	Class 08 0-6-0DE	under repair for Swanage
20063 (2002)	EE Type 1 Bo-Bo	awaiting restoration
D6508 *Eastleigh*	BRCW Type 3 Bo-Bo	under overhaul
33019 *Griffon*	BRCW Type 3 Bo-Bo	under repair
D6593	BRCW Type 3 Bo-Bo	awaiting repair at MHR
47640 *University of Strathclyde*	Brush Type 4 Co-Co	in service
73114	Bo-Bo electro-diesel	under repair

Visiting Aveling Porter 2-2-0T *The Blue Circle* and Class 03 0-6-0DM shunter D2245 at Shackerstone on the Battlefield Line Railway.

Sheffield's last tramcar – No. 510 – at the Crich Tramway Village.

CRICH TRAMWAY VILLAGE, CRICH, DERBYSHIRE.

The National Tramway Museum is within Crich Tramway Village, a period village containing a pub, cafe, old-style sweetshop and tram depots.

The collection of trams runs through the village setting carrying passengers one mile out into the countryside. The museum contains more than 60 mainly British trams, built between 1900 and 1930. George Stephenson, the great railway pioneer, had a close connection with Crich, and the present tramway follows part of the mineral railway he built to link the quarry with Ambergate.

The idea of a society operating a working tramway museum goes back to 1948, and the society eventually found the site at Crich in the 1950s when members of the Talyllyn Railway Preservation Society were recovering track from Stephenson's mineral railway for their line in Wales.

Recognising tramcars did not operate in limestone quarries, the society decided in 1967 to create a more authentic environment around the tramway it had built, and the concept of the Crich Tramway Village was born.

The museum has a couple of steam tram locomotives. One, *John Bull*, is rumoured to have fallen into the sea on its way from New South Wales to Manchester; it disappeared in Sydney and resurfaced in 1980.

Steam locomotives

No. 2 *John Bull*	0-4-0VB tram	B Peacock	2464	1885	on display
No. 84	0-4-0VB tram	B Peacock	2734	1886	awaiting restoration off site

ECCLESBOURNE VALLEY RAILWAY, WIRKSWORTH, DERBYSHIRE.

A late starter in heritage railway terms, the nine-mile Duffield to Wirksworth branch in Derbyshire lost its regular passenger services as long ago as 1949.

The line was built by the MR with a view to possibly being part of its Derby to Manchester main line and opened to Wirksworth on October 1, 1867.

It never went any further, but the line remained open for limestone traffic from Wirksworth quarries until 1991, after which it was simply mothballed in case it was required again.

However, a preservation scheme for the Ecclesbourne Valley Railway was launched by WyvernRail in 1996, and Wirksworth station saw its first trains over half a mile of track to Gorsey Bank in 2004. This was followed by a new line up the 1-in-27 incline to Ravenstor in 2005. Operations were extended southwards, and from April 2011 trains ran through to Duffield, where connections can be made to the Derby to Sheffield main line.

Trains are largely DMU-operated, but there is an industrial steam presence, and there have been regular main line steam visitors, on hire for the summer season.

Wirksworth station on the Ecclesbourne Valley Railway looking north. On the right, Barclay 0-4-0ST No. 3 *Brian Harrison* is working the line up to Ravenstor.

British main line steam locomotive

47406	LMS 0-6-0T			1926	in service, loan from GCR

Industrial steam locomotives

'68012' *The Duke*	0-6-0ST	Bagnall	2746	1944	under overhaul
Henry Ellison	0-4-0ST	Barclay	2217	1947	in service
No. 3: *Brian Harrison*	0-4-0ST	Barclay	2360	1954	in service
S102 *Cathryn*	0-6-0T	H Clarke	1884	1955	under overhaul

BR diesel locomotives

31206	Brush Type 2 A1A-A1A	in service
33103 *Swordfish*	BRCW Type 3 Bo-Bo	in service
73210 *Selhurst*	Bo-Bo electro-diesel	under restoration
31601 *Devon Diesel Society*	Brush Type 2 A1A-A1A	under overhaul

GREAT CENTRAL RAILWAY, LOUGHBOROUGH, LEICESTERSHIRE.

Britain's only preserved double-track heritage railway was once part of the Manchester Sheffield & Lincolnshire Railway's London extension, the last main line railway to be built in England, opening to Marylebone in 1899.

Edward Watkin, who became chairman of the MSLR in 1864, had higher ambitions for the line and intended to link it with continental Europe through a Channel Tunnel.

The MSLR became the Great Central Railway in 1901.

In 1966, the line closed as a through route to London and most was lifted south of Rugby. A DMU service ran from Rugby to Nottingham Arkwright Street until 1969, when the line was finally closed.

By this time, two or three standard gauge branch lines had been reopened by volunteers as preserved steam railways, and with BR having banned the use of preserved steam engines on its main lines, a group of enthusiasts came up with the ambitious idea of preserving a section of the GCR for running big main line steam engines at main line speeds.

The Main Line Steam Trust hoped to preserve the Leicester to Nottingham section in its entirety.

After a false start, the Great Central Railway (1976) Ltd was formed to raise funds through the sale of shares. Even then only the single track from Loughborough to Rothley was saved, but Charnwood Borough Council bought the land from Loughborough Central to Belgrave & Birstall.

Regular services began in 1973.

The present day Great Central Railway now runs from Loughborough Central to Leicester North, just south of Belgrave & Birstall station.

One of the biggest achievements of the railway preservation movement was when volunteers completed the reinstatement of double track from Loughborough Central as far as Rothley, inaugurated on June 1, 2000.

Since then, the GCR has offered the authentic spectacle of a double-track main line railway, although the ambition of running passenger trains at main line speeds in excess of the statutory maximum of 25mph for heritage railways has not yet been realised.

A wide variety of main line steam and diesel locomotives can be seen on the line, with particularly intensive services of passenger, freight, parcels and Travelling Post Office trains running at gala events.

Work is progressing on linking the GCR to the GCR Nottingham, currently a separate heritage line on the GCR trackbed north of Loughborough.

Once both preserved sections are reconnected, this would create an 18-mile long heritage main line, from the outskirts of Nottingham to the outskirts of Leicester. However, while the gap is relatively short, and the bridge over Network Rail's Midland Main line was reinstated in 2017, the rest of the engineering work required will still be a multi-million pound project, which is likely to take many years.

The line has an impressive collection of steam and diesel locomotives, many of the steam engines having been restored from Barry scrapyard condition, supplemented by engines from the National Collection.

On the double-track at Great Central Railway, BR Standard 9F 2-10-0 No. 92214, named '*Leicester City*', departs from Loughborough Central past ochre-liveried Brush Type 2 diesel D5830.

British main line steam locomotives

6990 *Witherslack Hall*	GWR 4-6-0			1948	in service, loan to ELR
777 *Sir Lamiel*	SR King Arthur 4-6-0			1925	awaiting overhaul
34039 *Boscastle*	SR WC 4-6-2			reb 1959	under overhaul
47406	LMS 3F 0-6-0T			1926	in service, loan to EVR
46521	LMS 2MT 2-6-0			1953	in service
45305	LMS 5MT 4-6-0			1937	under overhaul
45491	LMS 5MT 4-6-0			1943	under overhaul
48305	LMS 8F 2-8-0			1943	awaiting overhaul
48624	LMS 8F 2-8-0			1943	in service
63601	GCR O4 2-8-0			1911	awaiting overhaul
70013 *Oliver Cromwell*	BR Britannia 4-6-2			1951	in service
73156	BR 5MT 4-6-0			1956	in service
78018	BR 2MT 2-6-0			1954	in service
78019	BR 2MT 2-6-0			1954	under overhaul
92214 *'Leicester City'*	BR 9F 2-10-0			1959	in service

Industrial steam locomotives

68067	0-6-0ST	H Clarke	1752	1943	in service, loan to MR-B
3809	0-6-0ST	Hunslet	3809	1954	under overhaul
Neepsend No. 2	4wVBT	Sentinel	9370	1947	awaiting overhaul

BR diesel locomotives

D2989	Class 07 0-6-0DE	under overhaul
13101	Class 08 0-6-0DME	in service
08694	Class 08 0-6-0DE	awaiting overhaul
08907	Class 08 0-6-0DE	under repair
D3690	Class 08 0-6-0DE	in service
D4067 *Thomas Alfred Naylor*	Class 10 0-6-0DE	awaiting overhaul
D8098	EE Type 1 Bo-Bo	in service
D5185	BR/Sulzer Type 2 Bo-Bo	in service
26007	BRCW/Sulzer Type 2 Bo-Bo	in service, at Barrow Hill
D5401	BRCW/Sulzer Type 2 Bo-Bo	under repair
D5830	Brush Type 2 A1A-A1A	in service
D6535	BRCW Type 3 Bo-Bo	in service
37714	EE Type 3 Co-Co	in service
D123 *Leicestershire & Derbyshire Yeomanry*	Peak Type 4 1Co-Co1	in service
1705 *Sparrowhawk*	Brush Type 4 Co-Co	in service

GOLDEN VALLEY LIGHT RAILWAY, BUTTERLEY. 2ft.

In addition to the standard gauge stock at Swanwick Junction on the Midland Railway – Butterley, the Golden Valley Light Railway, a separate organisation altogether, owns a collection of locomotives, ex-colliery manriders, Ashover Railway coach No. 4, and ex-industrial wagons, many of which are being restored to work on the line.

Steam locomotives

Joan	0-4-2ST	Civil 1		1997	awaiting overhaul
2	0-4-0WT	O&K	7529	1914	under restoration

GREAT CENTRAL RAILWAY (NOTTINGHAM), RUDDINGTON.

Although the Main Line Steam Trust's plans to reopen the whole of the GCR Leicester to Nottingham section did not entirely come to fruition, and the bridge over the Midland Main Line at Loughborough was removed, all is not yet lost.

At the same time as the GCR London Extension closed in 1969, the Ministry of Defence depot at Ruddington, south of Nottingham, also closed, and British Gypsum stopped using the Loughborough to East Leake section for gypsum traffic.

The GCR Northern Development Association was formed and work initially concentrated on restoring Rushcliffe Halt. However, when Rushcliffe Borough Council agreed to lease part of the former MOD site at Ruddington to the association, the Nottingham Transport Heritage Centre was launched to include railway and other transport heritage preservation.

This grew into the Great Central Railway (Nottingham), which consists of about 10 miles of the former GCR main line from Loughborough, where it connects with the Midland Main Line, with a branch line from Fifty Steps Bridge to the Nottingham Transport Heritage Centre, at Ruddington.

However, at first, Network Rail removed a length of rail north of East Leake to create two separate railways as freight trains would again be running on to the line, so the GCR(N) was unable to access Rushcliffe Halt. Ironically, it was British Gypsum's intentions to renew rail freight traffic that finally allowed the GCR(N) to buy the line and restore it initially for freight use, with gypsum trains running during the week as far as East Leake and the GCR(N) operating heritage trains at the weekend.

In 2003, regular services to Rushcliffe Halt resumed, and passenger trains further south now run on a regular basis to the site of a proposed Loughborough High Level station. The railway is currently not connected to the Great Central Railway itself, although the two railways have plans to reunite the two preserved lines, having reinstated the bridge over the Midland Main Line, just south of Loughborough Midland station.

Once both preserved sections are re-connected, this would create an 18-mile long heritage main line, from the outskirts of Nottingham to the outskirts of Leicester. However, while the gap is relatively short, and the bridge was reinstated in 2017, the rest of the engineering work required will still be a multi-million pound project, which is likely to take many years.

Great Central Railway Nottingham: Prototype HST power car No. 41001, with a shortened East Midlands Trains HST set, passes English Electric Type 1 diesel D8007 and Class 73 electro-diesel E6016 as it approaches Ruddington.

British main line steam locomotive

8274	LMS 8F 2-8-0			1940	in service

Overseas steam locomotives

411.388	USATC S160 2-8-0			1942	under restoration
	USATC S160 2-8-0			1943	under restoration

Industrial steam locomotives

Julia	0-6-0ST	H Clarke	1682	1937	under overhaul
56	0-6-0ST	RSH	7667	1950	awaiting overhaul
63	0-6-0ST	RSH	7761	1957	in service
38 *Dolobran*	0-6-0ST	M Wardle	1762	1910	under overhaul
Rhyl	0-6-0ST	M Wardle	2009	1921	under overhaul
5 *Arthur*	0-6-0ST	M Wardle	2015	1921	stored

BR diesel locomotives

D2118	Class 03 0-6-0DM	under restoration
08110	Class 08 0-6-0DE	hired to Heritage Traction
08922	Class 08 0-6-0DE	under overhaul
13180	Class 08 0-6-0DE	in service
08784	Class 08 0-6-0DE	in service
D8154	EE Type 1 Bo-Bo	under repair off-site
33035 *Spitfire*	BRCW Type 3 Bo-Bo	in service, loan from Barrow Hill
37009	EE Type 3 Co-Co	under restoration
41001	Prototype HST power car	in service
46010	Peak Type 4 1Co-Co1	under restoration
47292	Brush Type 4 Co-Co	in service
47828	Brush Type 4 Co-Co	in service
56097	Class 56 Type 5 Co-Co	in service
E6016	Bo-Bo electro-diesel	in service

HUNSBURY HILL INDUSTRIAL MUSEUM, NORTHAMPTON.

The Northamptonshire Ironstone Railway Trust built a 1½-mile long line on the site of a former ironstone quarry on the southern outskirts of Northampton. It is mainly dedicated to freight working, with many sharp curves and steep gradients, which were typical of the local ironstone quarry lines.

In the last few years the site has undergone considerable rebuilding, with a quarter mile of line being relaid with heavier rail so brakevan rides can restart on this section.

As well as industrial steam locomotives there are industrial diesels and some DMU and EMU stock.

Open days are held on the first Sunday of the month in summer.

Industrial steam locomotives

Waleswood	0-4-0ST	H Clarke	750	1906	under overhaul
Musketeer	4wVBT	Sentinel	6369	1946	on display
Belvedere	4wVBT	Sentinel	9365	1946	on display

Barclay 0-4-0ST *Sir Thomas Royden* – visiting from Rocks by Rail in Rutland – heads a short goods train at the Hunsbury Hill Industrial Museum.
GEOFF SILCOCK

MIDLAND RAILWAY – BUTTERLEY, RIPLEY, DERBYSHIRE.

Among the many preservation schemes that blossomed around the time of the end of BR steam, this one was different. Rather than setting out to save a particular stretch of line, the proposal was to commemorate the role of the Midland Railway in the industrial history of Derby.

This led to a decision in 1969 by Derby Corporation to create a working and static museum dedicated to the history and development of the Midland Railway, its predecessors and successors.

The corporation arranged to buy steam engines from Woodham's scrapyard at Barry and elsewhere. After several other ideas, the site eventually chosen was a 3½-mile section of the Pye Bridge to Ambergate line, which had closed in 1968. Unfortunately, the realignment of the A610 had taken up most of the trackbed further west between Hammersmith and Ambergate.

The track had been lifted, and the station at Butterley had been demolished, but work started on the site in 1973, only for both the county council and Derby Corporation to withdraw through lack of funds. The volunteers of the supporting organisation, the Midland Railway Project Group decided to press on though, and the Midland Railway Trust was formed on December 9, 1976.

The first public passenger train ran over a mile of track in August 1981, and services were gradually extended from Butterley, west to Hammersmith and east to near Pye Bridge.

Much building work was carried out and the railway has an unrivalled collection of stations, signalboxes and signalling equipment of MR origin, plus a large museum building and workshops, and much more besides.

The line is short, but recaptures much of the atmosphere of one of Britain's most distinctive pre-Grouping railway companies. It also has a huge collection of BR diesels.

Peckett 0-4-0ST *Whitehead* and MR 2-4-0 No. 158A at Swanwick Junction on the Midland Railway – Butterley.

British main line steam locomotives

158A	MR 2-4-0	1866	on display
23 (47327)	LMS 3F 0-6-0T	1926	awaiting overhaul
47357	LMS 3F 0-6-0T	1926	under restoration
47445	LMS 3F 0-6-0T	1926	under restoration
47564	LMS 3F 0-6-0T	1928	for spares
73129	BR 5MT 4-6-0	1956	awaiting overhaul

Industrial steam locomotives

Stanton No. 24	0-4-0CT	Barclay	1875	1925	on display
Boots No. 2	0-4-0F	Barclay	2008	1935	on display
'68067'	0-6-0ST	H Clarke	1752	1943	in service, loan from GCR
Gladys	0-4-0ST	Markham	109	1894	on display
Brown Bayley No. 4 *'Oswald'*	0-4-0ST	N Wilson	454	1894	on display
Whitehead	0-4-0ST	Peckett	1163	1908	in service
Victory	0-4-0ST	Peckett	1547	1919	on display
Lytham St Annes	0-4-0ST	Peckett	2111	1949	in service
Castle Donington No. 1	0-4-0ST	RSH	7817	1954	on display

BR diesel locomotives

D2858	Class 02 0-4-0DH	on display
D2138	Class 03 0-6-0DM	under overhaul
08331	Class 08 0-6-0DE	in service
08590 *Red Lion*	Class 08 0-6-0DE	in service
12077	Class 11 0-6-0DE	in service
8001	EE Type 1 Bo-Bo	in service
20007	EE Type 1 Bo-Bo	in main line service
20048	EE Type 1 Bo-Bo	under repair
20205	EE Type 1 Bo-Bo	in main line service
20227 *Sir John Betjeman*	EE Type 1 Bo-Bo LT	in main line service
D7671 25321	BR/Sulzer Type 2 Bo-Bo	on display
31108	Brush Type 2 A1A-A1A	in service
5580	Brush Type 2 A1A-A1A	in service
D5814	Brush Type 2 A1A-A1A	under restoration
31418	Brush Type 2 A1A-A1A	under restoration
31271	Brush Type 2 A1A-A1A	in service at NVR
33018	BRCW Type 3 Bo-Bo	under repair for Mangapps
37314 (190) *Dalzell*	EE Type 3 Co-Co	under repair
D4 *Great Gable*	Class 44 1Co-Co1	under repair
45041 *Royal Tank Regiment*	Peak Type 4 1Co-Co1	in service
45108	Peak Type 4 1Co-Co1	in service at ELR
45133	Peak Type 4 1Co-Co1	in service
D182	Peak Type 4 1Co-Co1	in service at NVR
D1516	Brush Type 4 Co-Co	under restoration
47401 *North Eastern*	Brush Type 4 Co-Co	in service
D1048 *Western Lady*	Western Class 52 C-C	under restoration

BR Electric locomotive

27000 *Electra*	EM2 Co-Co	on display

PRINCESS MARGARET ROSE LOCOMOTIVE TRUST, WEST SHED, BUTTERLEY.

Swanwick Junction, on the Midland Railway – Butterley, also became a base for main line steam operations by separate locomotive owners.

The Princess Royal Class Locomotive Trust was formed in 1993 when the shareholders of the 80080 Locomotive Company Limited – which owned two BR Standard 4MT 2-6-4Ts – and Brell Ewart, which had acquired LMS Pacific No. 46203 *Princess Margaret Rose* from Butlins, combined their assets into one charitable organisation.

The trust decided on a separate shed within the Swanwick site, and in 1994, utilising profits from main line railtours operated by its locomotives, the trust embarked on an ambitious plan to build its own headquarters. Building started in late-1994 and was completed in 1996.

The trust added to its collection another former Butlins LMS Pacific: No. 6233 *Duchess of Sutherland*, which uses the West Shed as its main line operational base.

RIGHT: Peckett 0-4-0ST *Lytham St Annes* (2111 of 1949) in steam outside the Princess Royal Class Locomotive Trust's West Shed at Butterley. ALISTAIR GRIEVE

British main line steam locomotives

44767 *'George Stephenson'*	LMS 4-6-0	1947	awaiting overhaul
46203 *Princess Margaret Rose*	LMS 4-6-2	1935	on display
6233 *Duchess of Sutherland*	LMS 4-6-2	1938	in main line service
80080	BR 4MT 2-6-4T	1954	under overhaul
80098	BR 4MT 2-6-4T	1954	under overhaul

Industrial steam locomotives

George	0-4-0ST	RSH	7214	1945	under restoration

NORTHAMPTON & LAMPORT RAILWAY, PITSFORD, NORTHAMPTONSHIRE.

The LNWR's Northampton to Market Harborough line was opened in 1859. It was closed to passenger traffic on January 4, 1960, but was reopened for through traffic briefly in 1969 and again in 1972/73, being a useful diversionary route. In June 1981 the Welland Valley Railway Revival Group was set up with the aim of reopening as much of the line as possible, with it being about to finally close to freight traffic. It became the Northampton Steam Railway then the Northampton & Lamport Railway (NLR), based at Pitsford & Brampton station, five miles north of Northampton.

Northamptonshire County Council bought the line from BR and converted it to a cycleway, but the first passengers were carried on the NLR's first short section on November 19, 1995.

The running line alongside the cycleway has been extended and further expansion is planned, but motive power has always been industrial or diesel, with only the occasional small main line visitor.

Peckett 0-4-0ST No. 2104 in action at Pitsford on the Northampton & Lamport Railway before expiry of its boiler certificate. ANDREW RAPACZ

British main line steam locomotives

3862	GWR 2-8-0		1942	under restoration
5967 *Bickmarsh Hall*	GWR 4-6-0		1927	under restoration

Industrial steam locomotives

Firefly	0-4-0ST	Barclay	776	1899	under restoration
45 *Colwyn*	0-6-0T	Kitson	5420	1933	under restoration
18 *Westminster*	0-6-0ST	Peckett	1378	1914	under restoration
	0-4-0ST	Peckett	2104	1948	awaiting overhaul
Dunlop No. 7	0-4-0ST	Peckett	2130	1951	in service

BR diesel locomotive

47205	Brush Type 4 Co-Co	in service

PEAK RAIL, ROWSLEY SOUTH, DERBYSHIRE.

One of the saddest losses as a result of the Beeching cuts of the 1960s was the spectacularly scenic section of the Midland Railway main line from Derby to Manchester. It closed completely in June 1968 between Matlock and Millers Dale Junction, with the sections from there to Buxton, and north through Peak Forest to Chinley, only being retained for freight.

At the time, preservation societies were only thinking in terms of five-mile branch lines as heritage steam railways, and taking over a 15-mile stretch of double-track main line, with substantial tunnels and viaducts, running into main line stations at each end, was not considered a practical proposition.

By 1975, attitudes had changed slightly and aims were more ambitious. A society was formed to reopen the Matlock to Buxton line, as the trackbed remained available.

The society initially established a site at Buxton with a 300-yd operating line, and reinstated a missing bridge, with a view to extending its track alongside the freight-only line through Ashwood Dale towards Millers Dale, but this did not meet with success.

In the 1980s, Peak Rail relocated its headquarters to Darley Dale, near Matlock, and by 1991 had reopened the section of line between Matlock Riverside and Darley Dale.

In 1997, the line was extended to within half a mile of Rowsley, and a new station was constructed next to the site of the former Rowsley shed.

A new track layout was installed between Matlock Riverside and Network Rail's Matlock station to maintain the connection to the national network, and this was finally reopened in July 2011.

The preserved line now runs for 3½ miles, but is operated largely by industrial or diesel power. However, main line locomotives occasionally visit, sometimes on railtours from the national network.

The railway still intends to extend its operational services northwards to Bakewell when resources allow.

Beyond Bakewell the railway trackbed is used by the hugely popular Monsal Trail, but a restored line could operate single track alongside. Nevertheless, huge sums of money are required, as a bridge over the A6 needs to be built at Rowsley, and Peak Rail still remains the best preserved steam railway Britain has never had.

The Heritage Shunters Trust has an extensive collection of diesel shunters in its building at Rowsley, and Pete Waterman has recently relocated three of his GWR tank engines to the line, all of which are in need of overhaul.

Hudswell Clarke 0-6-0T No. 20 *Jennifer* – hired-in from Llangollen – departs from Darley Dale on Peak Rail in 2017.

British main line steam locomotives

4588	GWR 2-6-2T	1924		under overhaul at Tyseley
5553	GWR 2-6-2T	1928		under overhaul
5224	GWR 2-8-0T	1925		awaiting overhaul
6634	GWR 0-6-2T	1928		awaiting restoration

Industrial steam locomotives

'68013'	0-6-0ST	Hunslet	3892 (RSH 7136)		under overhaul
No. 65	0-6-0T (rebuilt from 0-6-0ST)	H Clarke	1631	1929	under overhaul
No. 45 *Colwyn*	0-6-0ST	Kitson	5470	1933	under restoration
'68006'	0-6-0ST	Hunslet	3192/3888		overhaul at Barrow Hill
No. 72	0-6-0ST	Vulcan	5309	1945	in service

BR diesel locomotives

03901 (D2128)	Class 03 0-6-0DM	in service (A Briddon)
D2279	Class 04 0-6-0DM	under overhaul for EARM by AB
D9500	Class 14 0-6-0DH	in service (A Briddon)
D7659	BR/Sulzer Type 2 Bo-Bo	awaiting overhaul
31270 *Athena*	Brush Type 2 A1A-A1A	in service
37152	EE Type 3 Co-Co	under overhaul
D8 *Penyghent*	Class 44 Type 4 1Co-Co1	in service
46035 *Ixion*	Peak Type 4 1Co-Co1	awaiting overhaul
50029 *Renown*	Class 50 EE Type 5 Co-Co	awaiting restoration
50030 *Repulse*	Class 50 EE Type 5 Co-Co	under restoration

Barclay 0-4-0ST No. 4 *Edmundsons* shunts at Rushden station.

RUSHDEN TRANSPORT MUSEUM, NORTHAMPTONSHIRE.

Rushden station was the only intermediate station on the MR's Higham Ferrers branch. It opened in 1894 and closed to passengers in June 1959, although freight continued for another 10 years. The Rushden Historical Transport Society was formed in 1976, and in 1984 the society obtained a lease on the station building, eventually buying it 1996, since when it has been restored as a museum. It has become the Rushden Transport Museum, and regularly runs trains over a short length of line with industrial or diesel power.

Industrial steam locomotives

The Blue Circle	2-2-0WT	A Porter	9449	1926	in service
Cherwell	0-6-0ST	Bagnall	2654	1942	awaiting overhaul
4 Edmundsons	0-4-0ST	Barclay	2168	1943	under overhaul
	0-4-0ST	Barclay	2323	1952	awaiting restoration

BR diesel locomotive

03179	Class 03 0-6-0DM	in service

ROCKS BY RAIL, COTTESMORE, RUTLAND.

The Rutland Railway Museum was set up to preserve stock from the extensive ironstone quarry railways in the East Midlands, but having obtained much equipment, tended to run an engine and a coach over a short length of track at occasional open days. It has recently reinvented itself to return more to its roots, branding itself as Rocks by Rail: The Living Ironstone Museum.

The museum is sited on part of a former Midland Railway mineral branch near Oakham, and offers an open-air site dedicated to re-creating an ironstone tramway system in its entirety, through the extraction of iron ore, from a 'first cut' quarry face reproduced in the quarry viewing area, to the exchange sidings with the BR railhead.

The site is based on a typical 1950s or early-1960s quarry system, when both steam and diesel power were in use. The branch line linked to the Melton Mowbray to Oakham main line at Ashwell. Exchange sidings were once located at the museum, serving three separate private quarry railway systems associated with the past extraction of iron ore. The museum aims to collect and operate industrial locomotives and mineral wagons from iron ore quarries.

It also has a face shovel, a dragline excavator and dumpers, as used in quarry systems. The cab of the massive dragline excavator *Sundew* is on display.

The museum operates passenger rides on a three-quarter-mile section of track.

Some surplus unrestored stock was disposed of, and a sizeable museum building constructed to display cosmetically restored steam and diesel locomotives associated with the ironstone mining industry.

Industrial steam locomotives

Stamford	0-6-0ST	Avonside	1972	1927	under restoration
Cranford No. 2	0-6-0ST	Bagnall	2668	1942	awaiting overhaul
Belvoir	0-6-0ST	Barclay	2350	1954	awaiting overhaul
No. 2	0-4-0ST	Barclay	1931	1927	in service
Sir Thomas Royden	0-4-0ST	Barclay	2088	1940	in service
Holwell No. 14	0-6-0ST	H Leslie	3138	1915	under restoration
Singapore	0-4-0ST	H Leslie	3865	1936	awaiting overhaul
Rhos	0-6-0ST	H Clarke	1308	1918	under restoration
Vigilant	0-4-0ST	Hunslet	287	1883	under restoration
Uppingham	0-4-0ST	Peckett	1257	1912	awaiting restoration
Elizabeth	0-4-0ST	Peckett	1759	1928	under overhaul
No. 9	0-6-0ST	Yorkshire	2521	1952	awaiting overhaul

Class 04 0-6-0 diesel shunters D2205 and D2284 and Class 03 03113 heading a brakevan shuttle past Class 01 and 02 0-4-0 diesels D2854 and D2953 outside the Heritage Shunters Trust base at Rowsley South, Peak Rail.

Barclay 0-4-0ST No. 1931 of 1927 in the livery of the United Steel Companies Ore Mining Branch, Hawthorn Leslie 0-4-0ST *Singapore*, and Barclay 0-6-0ST *Belvoir* at Rocks by Rail.

HERITAGE SHUNTERS TRUST, ROWSLEY SOUTH, PEAK RAIL.

BR diesel shunters

PWM650	Departmental RH 0-6-0DE	under restoration
PWM654	Departmental RH 0-6-0DE	in service
D2953	Class 01 0-4-0DM	in service
D2854	Class 02 0-4-0DH	in service
D2866	Class 02 0-4-0DH	awaiting restoration
D2868	Class 02 0-4-0DH	awaiting restoration
03027	Class 03 0-6-0DM	awaiting restoration
03099	Class 03 0-6-0DM	in service
03113	Class 03 0-6-0DM	in service
D2139	Class 03 0-6-0DM	in service
03180	Class 03 0-6-0DM	awaiting restoration
D2199	Class 03 0-6-0DM	awaiting repair
D2205	Class 04 0-6-0DM	in service
D2229	Class 04 0-6-0DM	awaiting restoration
D2272 *Alfie*	Class 04 0-6-0DM	awaiting restoration
D2284	Class 04 0-6-0DM	in service
D2337 *Dorothy*	Class 04 0-6-0DM	awaiting restoration
D2420	Class 06 0-4-0DM	under restoration
D2587	Class 05 0-6-0DM	awaiting repairs
07001	Class 07 0-6-0DE	in service
D3000	Class 08 0-6-0DE	under restoration
08016	Class 08 0-6-0DE	in service
09001	Class 09 0-6-0DE	in service
D9525	Class 14 0-6-0DH	under restoration

Individual locomotives on display

CORBY, EAST CARLTON COUNTRY PARK, NORTHAMPTONSHIRE.

Industrial steam locomotive

14	0-6-0ST	H Leslie	3827	1934	on display

LEICESTER, BLABY SHOWGROUND.

Industrial steam locomotive

0-6-0F		Bagnall	2370	1929	on display

ABBEY PUMPING STATION, LEICESTER. 2ft.

This museum's building was constructed in 1891 by Leicester Corporation as a pumping station to direct the town's sewage to Beaumont Leys. It is is now a museum of science and technology, next to the National Space Centre, with four working steam-powered beam engines from its time as a sewage pumping station. It continued pumping Leicester's sewage until 1964, when electric pumps took over, and within a few years was replaced by a new treatment plant.

The museum also houses exhibits for transport, public health, light and optics, toys and civil engineering, and has a narrow gauge railway with a steam engine and four diesels. There is also a collection of vintage road vehicles, which are operated on selected days.

Bagnall 0-4-0ST *Leonard* in action at the Abbey Pumping Station in Leicester. ALISTAIR GRIEVE

Steam locomotive

Leonard	0-4-0ST	Bagnall	2087	1919	in service

IRCHESTER NARROW GAUGE RAILWAY TRUST, COUNTRY PARK, NORTHAMPTONSHIRE. Metre gauge.

The area around Wellingborough was rich in iron ore. A quarry opened in Irchester around 1872 to extract the iron ore, which was mainly processed in the local ironworks. Ironstone continued to be mined up until closure of the quarries in 1969. In 1971, Northamptonshire County Council opened the Irchester Country Park, located on the site of the former opencast ironstone quarries.

The railway museum was set up within the park in 1987, inside a purpose-built building, to the west of the original ironstone railway maintenance yard. Access to the museum is along a footpath which follows the trackbed.

A couple of ironstone railways in the area were laid to metre gauge, and this museum is dedicated to metre gauge railway preservation There are more than 40 items of narrow gauge railway rolling stock, including four steam locomotives and six diesel locomotives.

Metre gauge Peckett 0-6-0STs No. 86 in steam and No. 87 on display along with a Ruston diesel at Irchester.

Three of the steam locomotives in the museum worked at the nearby Wellingborough quarries.

A 250-metre long metre gauge demonstration track has been laid in the park, and one of the Peckett 0-6-0STs is steamed on occasions.

Steam locomotives

Cambrai	0-6-0T	Corpet	493	1898	on display loan from NGRM
No. 85	0-6-0ST	Peckett	1870	1934	on display
No. 86	0-6-0ST	Peckett	1871	1934	under overhaul
No. 87	0-6-0ST	Peckett	2029	1942	on display

STAPLEFORD MINIATURE RAILWAY, NR MELTON MOWBRAY, LEICESTERSHIRE. 10¼in.

The Stapleford Miniature Railway runs for two miles round Stapleford Park in Leicestershire. Considered one of the finest examples of its type, the railway is private, but attracts thousands of visitors during its two public open weekends each year. It began life in 1958 as a short line to carry visitors from the car park to Lord Gretton's stately home and was quickly expanded. After the estate closed to the public in 1982, the railway was mothballed. It was restored and reopened in 1995. No. 2943 *Hampton Court* has a particularly interesting history. Construction was started by Trevor Guest, but it was completed by Twining Models Ltd of Northampton.

It moved around various railways, being rebuilt by J Hughes of Hastings, in 1959, and by N Simkins, between 1986 and 1990, becoming a scale replica of a GWR Saint 4-6-0. Twining Models was a major subcontractor for Bassett-Lowke, mainly building high-quality models.

David Curwen was a noted designer of miniature steam locomotives, but built relatively few locomotives.

Steam locomotives

751 *John H Gretton*	4-4-2	D Curwen	1948	in service
752	2-8-4	Coleby & Simkins	1971	in service
2943 *Hampton Court*	4-6-0	Twining	1939	under repair
3103 *Uganda*	2-8-4	J Wilks	2008	in service
5565 *Victoria*	4-6-0	Coleby & Simkins	1975	under repair
6019	4-8-4	J Wilks	1997	in service

SHERWOOD FOREST RAILWAY, EDWINSTOWE, NOTTINGHAMSHIRE. 1ft 3in.

David Colley saw two steam locos advertised for sale in 1998, so he went to look at them at Keith Hardy's base in Cheltenham, where they had been built.

The Bagnall-design engine was complete, and had been used, but *Pet* still had to be completed. David bought them and started looking for somewhere to run them.

A site was found in the Sherwood Forest Farm Park in 1999, and work started on tracklaying.

The railway was ready to open for the 2000 season.

Each year the line has been extended, until finally in 2006 it reached the second station area, a mile away.

The farm park closed at the end of the 2010 season, but the railway had become a tourist attraction in its own right.

The railway runs along the flood dykes of an early-19th century irrigation system, built by the Duke of Portland.

As well as its original steam locomotives, the line has one diesel and several electric locomotives.

A further steam locomotive, working name 'Doodlebug', is currently under construction away from the line.

The rolling stock has been acquired from a variety of sources.

Steam locomotives

No. 1 *Smokey Joe*	0-4-0STT	Keith Hardy 1	1991	in service
No. 2 *Pet*	0-4-0ST	Keith Hardy 2	1989	in service

One-time BR Horwich works shunter ZM32 *Horwich* at the Steeple Grange Light Railway.

STEEPLE GRANGE LIGHT RAILWAY, WIRKSWORTH, DERBYSHIRE. 1ft 6in.

This line is a half-mile narrow gauge line, built in 1985 on the former Killer's Branch line from Steeple House Junction of the Cromford and High Peak Railway (C&HP) and Middleton Quarry in Derbyshire. The C&HP ran east-west to the north of Wirksworth.

The line features a steep 1-in-27 gradient from the back of the engine shed to halfway up Killer's Branch. The line may in due course be extended.

Although there is no steam power, the line has an 18in-gauge Ruston and Hornsby diesel, which was bought by BR to work Horwich works, and was preserved alongside 18in-gauge 0-4-0ST *Wren* at the National Railway Museum.

However, the diesel was sold off, and nearly went to a banana plantation in South America.

After reaching Liverpool docks, it was bought for the Gloddfa Ganol Museum in Wales, regauged to 2ft and restored to working order. When the museum closed, it was bought by a Steeple Grange Light Railway member, and restored to 18in gauge.

WICKSTEED PARK RAILWAY, KETTERING, NORTHAMPTONSHIRE. 2ft.

This railway claims to be Britain's most popular narrow gauge railway, having carried more than 15 million people since it opened. Wicksteed Park opened in 1921, and is the second oldest theme park in the UK. The railway was added in 1931 and became an essential feature of the park. Motive power was always internal combustion, with the original Baguley locomotives still to be found.

For several years, the railway had an annual steam gala with visiting engines, but this has not happened recently.

Keith Hardy 1989-built 0-4-0ST *Pet* on the Sherwood Forest Railway in Nottinghamshire, alongside Network Rail's branch from Shirebrook to High Marnham.

BR Diesel locomotive

ZM32 11 *Horwich*	4wDM	R&H	416214	1957	in service

Private Sites

EASTWELL

Industrial steam locomotive

Lord Granby	3ft-gauge 0-4-0ST	H Clarke	633	1902	under restoration

GREENLEA LIGHT RAILWAY, LEICESTERSHIRE. 2ft.

Many of the world's theme parks and zoos feature miniature or narrow gauge railways, and in a quiet rural corner of Leicestershire a small private railway has restored two different theme park locomotives. The origins of the railway go back to 1997 with the purchase of track, coaches, and two locomotives from the North Warwickshire Railway; the Greenlea Light Railway moved to its current location in October 1998. The original fleet consisted of two Motor-Rail Simplex locomotives, but the railway has since specialised in acquiring and restoring theme park-styled steam-outline diesel locomotives. Although private, the line does occasionally entertain railway society visits.

UK RAIL LEASING, LEICESTER.

Founded in September 2013, this company is based at Leicester Traction Maintenance Depot, offering locomotive leasing and rail vehicle engineering services. By November 2014, the company had bought a number of surplus Class 56 and other diesels, and had overhauled and leased its first locomotive. Main line-certified preserved diesel locomotives owned by other organisations use the depot as their base. The two Class 56s are technically preserved, owned by the Class 56 Group, but available for hire. All other previously preserved Class 56s have now been bought by various operators for a return to main line use. UK Rail Leasing has overhauled No. 56006 for the group and has acquired the only preserved Class 58 – No. 58016 – which is being overhauled for hire to heritage lines.

BR main line diesel locomotives

50008 *Thunderer*	Class 50 EE Type 5 Co-Co	in main line service
56006	Class 56 Type 5 Co-Co	in service
56301	Class 56 Type 5 Co-Co	in main line service
58016	Class 58 Type 5 Co-Co	under restoration

MARKET HARBOROUGH

Industrial steam locomotive.

Kettering Furnaces No. 8	3ft-gauge 0-6-0ST	M Wardle	1675	1906	under restoration

NOTTINGHAM, EASTCROFT, BODEN RAIL ENGINEERING.

BR main line diesel locomotives

D400 *Fearless*	Class 50 EE Type 5 Co-Co	in main line service
50007 *Hercules*	Class 50 EE Type 5 Co-Co	in main line service
50017 *Royal Oak*	Class 50 EE Type 5 Co-Co	in main line service

LEICESTERSHIRE. STORED AFTER CLOSURE OF SNIBSTON MUSEUM.

Main line steam locomotive

921	GWR 0-4-0ST			1906	in store

Industrial steam locomotives

2	0-4-0F	Barclay	1815	1924	in store
Cadley Hill	0-6-0ST	Hunslet	3851	1962	in store
Mars II	0-4-0ST	RSH	7493	1948	in store

WORKSOP

Industrial steam locomotive

0-6-0F		Bagnall	3019	1952	

GWR 0-6-0PT No. 5764 departs from Bewdley on the Severn Valley Railway, which opened in 1970 from Bridgnorth to Hampton Loade, and was extended to Bewdley in 1974 and to Kidderminster in 1984.

West Midlands

PRESERVED RAILWAYS, MUSEUMS AND CENTRES – STANDARD GAUGE

The first narrow gauge preserved steam railways were opened in North Wales in the 1950s, followed by the first standard gauge one: the Bluebell Railway in the south of England in 1960.

The fourth former BR line to open as a heritage railway was in the West Midlands, and was much more ambitious than what had gone before.

The Severn Valley Railway was another five-mile branch when it opened from Bridgnorth to Hampton Loade in 1970, but it was always going to be much more than that, and by 1987 it had become a 16-mile cross-country railway, linking three significant towns.

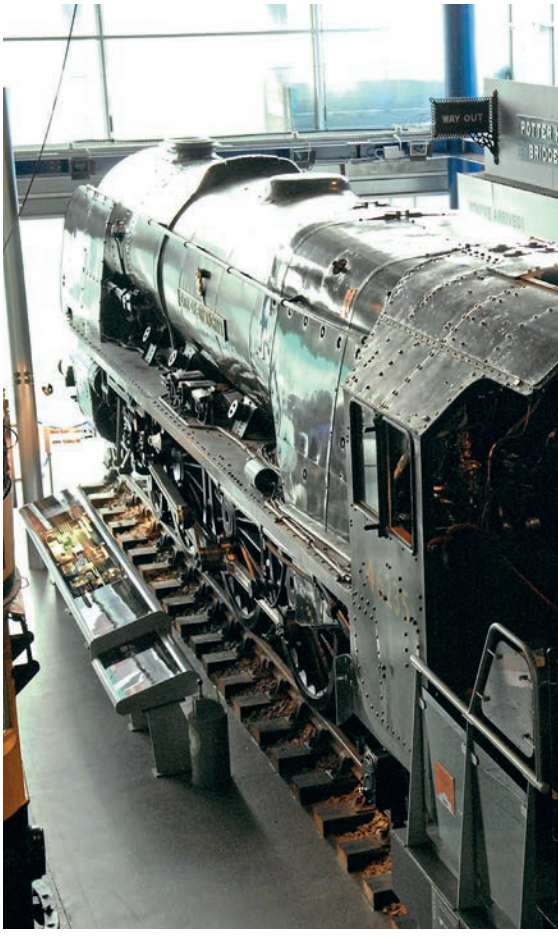
Also in the late-1960s, the Tyseley steam centre was established, which played a major role in main line steam operations, and industrial steam lines opened for business at Chasewater and Foxfield.

While the North East is regarded as the cradle of railways, Shropshire's claim to fame is it was the birthplace of the industrial revolution some years earlier. The area around Irobridge and Coalbrookdale has a complex of museums with items of railway interest.

It was a long time before the West Midlands saw another major standard gauge steam railway to follow the Severn Valley, but 1984 saw the Gloucestershire Warwickshire Railway run its first passenger services, and by 2018 the line through the Cotswolds had reached 14 miles in length, running from Cheltenham to Broadway.

A number of newly built narrow gauge lines have opened in the area, but none compares with the Statfold Barn Railway, which appeared 'from nowhere' on a farm near Tamworth in 2006. The line is the direct descendant of the Hunslet Engine Company, and has an international fleet of superbly restored narrow gauge steam engines that nowhere in the world can compete with.

BELOW: LMS Princess Coronation Pacific No. 46235 *City of Birmingham* on display at Thinktank.



CAMBRIAN RAILWAYS SOCIETY, OSWESTRY, SHROPSHIRE. CAMBRIAN HERITAGE RAILWAYS.

Although the first railway to reach Oswestry – 1848, from Gobowen – became part of the GWR in 1854, the Shropshire town was later to become the headquarters of the Cambrian Railways system, formed by the amalgamation of several independent companies, to create a through route from the borders to the Cambrian coast.

On January 1, 1923, Cambrian Railways became part of the GWR, but in 1965, the main line from Buttington to Whitchurch was closed together with Oswestry shed, and finally, in November 1966, passenger services from Gobowen to Oswestry ended, although the section from Gobowen through Oswestry to Blodwel stayed open for stone traffic until 1988, when the line was mothballed.

In 1972, a group of enthusiasts had established the Cambrian Railways Society (CRS), which obtained a lease from BR on Oswestry goods yard, and established a museum in the goods shed. In 1997, BR agreed to allow CRS to run trains 300 metres to Middleton Road.

In 1998, to secure the trackbed and return trains to the CR lines, a wider community group of the CRS, Oswestry Council and local business people formed the Cambrian Railways Trust.

Unfortunately, for many years, relations between the society and the trust were strained, resulting in trains running over short distances at two different sites – Oswestry and Llynclys.

In 2005, the council bought the semi-derelict Oswestry station, refurbishing it with grant aid to provide both a visitor and small business centre.

The Cambrian Heritage Railway is extending and repairing track northwards from Llynclys South towards Oswestry, to enable trains to run back into the former Cambrian Railway headquarters, but the lines have now been mothballed for so long that progress is slow.

Visiting Beyer Peacock 0-4-0ST No. 1827 at the Cambrian Railways Society station at Oswestry.

Trains only run on an occasional basis at both sites, and there has never been any steam activity involving main line locomotives.

Industrial steam locomotives

	0-6-0ST	Barclay	885	1900	awaiting restoration
Fife Flyer No. 6	0-4-0ST	Barclay	2261	1949	in service
Norma	0-6-0ST	Hunslet	3770	1952	under overhaul
Adam	0-4-0ST	Peckett	1430	1916	under overhaul
No. 6 *Oliver Veltom*	0-4-0ST	Peckett	2131	1951	under overhaul

THINKTANK, BIRMINGHAM SCIENCE MUSEUM, CURZON STREET, DIGBETH.

The Birmingham Collection of Science & Industry was started in the mid-19th century, initially consisting of collections of weapons. The Birmingham Museum & Art Gallery opened in 1885, including science collections.

In 1951 the Museum of Science and Industry opened in Newhall Street.

Birmingham City Council decided to relocate the museum in 1995 when it was given an opportunity by the Millennium Commission to construct a new building.

Thinktank opened in September 2001 as part of the £114million Millennium Point complex.

Among items on display are Spitfire and Hurricane aircraft, the last Birmingham tramcar, and LMS Princess Coronation Pacific No. 46235 *City of Birmingham*, given to the museum by BR on withdrawal in 1966.

British main line steam locomotive

46235 *City of Birmingham*	LMS 4-6-2	1939	on display

CAMBRIAN RAILWAY SOCIETY, LLYNCLYS SOUTH, SHROPSHIRE.

The Cambrian Heritage Railways operate a 1200-metre section of line from a replica, period station at Llynclys South to Pen-y-Garreg Lane, Pant; the station has a number of sidings with rolling stock stored here. All passenger trains are heritage diesel multiple units. This section of the line is five miles south of Oswestry – see also Cambrian Heritage Railways at Oswestry.

BR main line diesel locomotive

D3019	Class 08 0-6-0DE	under overhaul

TANAT VALLEY RAILWAY, NANTMAWR, SHROPSHIRE.

The Tanat Valley Light Railway (TVLR) was a 15-mile long standard gauge light railway, which ran west from Llanyblodwel, about five miles or 8km south-west of Oswestry.

It crossed the border into Wales and continued up the Tanat Valley, terminating at Llangynog, in Powys.

It opened in 1904 and was sold to the Cambrian Railways in 1921.

The TVLR closed to passengers in 1951, and completely in 1964, but a new Tanat Valley Light Railway Company was established, which in 2009 opened a railway centre at former lime kilns at Nantmawr, close to Llynclys Junction.

The TVLR plans to operate trains from Nantmawr to Llanddu by Blodwell Quarry, and operated its first trains over a third-of-a-mile section in November 2009. A Barclay 0-4-0ST has recently arrived, but is minus its boiler.

Industrial steam locomotive

Goldington No. 67	0-4-0ST	Barclay	2352	1954	under restoration

BLISTS HILL VICTORIAN TOWN, MADELEY, SHROPSHIRE.

Another museum operated by the Ironbridge Gorge Museum Trust, built on a former industrial complex, attempts to re-create the sights, sounds and smells of a Victorian Shropshire town in the late-19th century. The museum was opened in 1973 and has been growing ever since. A short section of the Shropshire Canal ran across the site to the Hay Inclined Plane, which transported boats up and down the 207-ft tall incline from Blists Hill to Coalport. The High Street area has been developed around a LNWR exchange siding with a plateway, an original feature of the site, but the main railway interest is an operational replica of Richard Trevithick's steam locomotive of 1802, which runs on a short length of 3ft-gauge track.

Barclay 0-6-0ST *Kinlet* on display at the Blists Hill Victorian Town, Madeley, Shropshire.

The replica of Richard Trevithick's 0-4-0 at Blists Hill Victorian town. JAMES HAMILTON

The original was the world's first steam locomotive on rails and was commissioned by the Coalbrookdale Company, which was located nearby.

Industrial steam locomotives

Replica *Trevithick*	0-4-0	GKN Sankey		1990	in service
Kinlet	0-6-0ST	Barclay	782	1896	on display

Barclay 0-4-0ST *Colin McAndrew* and Bagnall 0-4-0ST *Linda* depart from Brownhills West on the Chasewater Railway.

CHASEWATER RAILWAY, BROWNHILLS, STAFFORDSHIRE.

This line ceased operating in October 1982, not restarting until 1985, since when it has seen a remarkable resurgence.

The history of this little steam railway can be traced back to the early days of standard gauge preservation, and makes a fascinating story.

The Railway Preservation Society (RPS) was the idea of Noel Draycott in 1959, who believed in a co-ordinated plan for private railway preservation, rather than lots of independent groups.

The West Midlands Group of the RPS acquired a site at Hednesford, in Staffordshire, and bought a couple of six-wheeled coaches from the NCB. Other possible lines were considered, but the then Aldridge-Brownhills Urban District Council was developing a pleasure park at Chasewater, a canal reservoir, and part of the adjacent trackbed of a Midland Railway line was available for lease, this being signed in December 1964.

Track was laid and the first steam open day was held on June 29, 1968, after which Hednesford closed, and industrial locomotives and stock were concentrated at Chasewater.

The frequency of services increased, but passenger numbers dwindled, resulting in services being suspended for three years. Since 1985, stations and signalboxes have been built and the running line extended.

It is not recognisable as the original MR route, and architecture is predominantly LNWR. Motive power is normally industrial or diesel.

Industrial steam locomotives

Dunlop No. 6	0-4-0ST	Bagnall	2648	1941	in service
	0-4-0ST	Bagnall	2842	1946	in service, loan from Foxfield
No. 3 *Colin McAndrew*	0-4-0ST	Barclay	1223	1911	in service
No. 4 *Asbestos*	0-4-0ST	H Leslie	2780	1909	on display
Sheepbridge No. 15	0-6-0ST	H Clarke	431	1895	on display
Darfield No. 1 *(as Holly Bank No. 3)*	0-6-0ST	Hunslet	3783	1953	on display
	0-4-0ST	Neilson	2937	1882	under overhaul
No. 6	0-4-0ST	Peckett	917	1902	on display
Teddy	0-4-0ST	Peckett	2012	1941	awaiting overhaul
S100	0-6-0T	H Clarke	1822	1949	under restoration
No. 4	0-6-0T RSH		7684	1951	in service
No. 5	4wVBT	Sentinel	9632	1957	under overhaul

BR diesel locomotive

D3429	Class 08 0-6-0DE				in service

United States Army Transportation Corps S160 2-8-0 No. 6046 and Polish TkH 0-6-0T No. 2944 outside the shed at Cheddleton on the Churnet Valley Railway. DAVE GIBSON

CHURNET VALLEY RAILWAY, CHEDDLETON, STAFFORDSHIRE.

The North Staffordshire Railway's (NSR) secondary main line from Uttoxeter to Macclesfield via Leek formed part of the shortest route from London and Derby to Manchester when opened in 1849.

When it closed to passengers under the Beeching cuts, a complex network of lines to the east of Stoke-on-Trent was retained to serve stone quarries on the edge of the Staffordshire moorlands.

A preservation society established a base at Cheddleton in the 1970s with a view to reopening at least part of the NSR route in the event of the stone traffic ceasing, which eventually happened, but not until August 1988.

As a result of a successful share issue, the Churnet Valley Railway Company bought seven miles of trackbed from Leekbrook through Cheddleton to Oakamoor, and ran its first passenger train in August 1996 over the one-mile section from Cheddleton to Leekbrook. Services were extended south to Consall Forge in July 1998 and further south to Kingsley & Froghall, where a new station was built.

A new separate company, Moorland and City Railways, was set up with the aim of reopening the rest of the disused track from Leekbrook Junction, east to Cauldon Lowe and west into Stoke-on-Trent, and possibly to relay track north into Leek.

Key to this was restablishing the stone traffic from Cauldon Lowe, and the company was successful in bringing the track up to standard for a high-profile launch of a steam service from the Churnet Valley Railway (CVR) beyond Leekbrook Junction and up the steep climb towards Cauldon Lowe in November 2010.

However, part of the track has been lifted, although the CVR regularly runs its trains over the Cauldon Lowe branch as far as Ipstones.

British main line steam locomotive

48173	LMS 8F 2-8-0			1943	under restoration

Overseas main line steam locomotives

5197	USATC S160 2-8-0				in service
6046	USATC S160 2-8-0				in service
2944	Polish Tkh49 0-6-0T				in service
2871	Polish Tkh49 0-6-0T				awaiting overhaul

Industrial steam locomotives

Katie	0-4-0ST	Barclay	2226	1946	under restoration
68030	0-6-0ST	Hunslet	3777	1952	under restoration

BR diesel locomotives

08633	Class 08 0-6-0DE	in service
D8057	EE Type 1 Bo-Bo	under overhaul
25322	BR/Sulzer Type 2 Bo-Bo	awaiting overhaul
33021 *Captain Charles*	BRCW Type 3 Bo-Bo	bodywork repair
33102 *Sophie*	BRCW Type 3 Bo-Bo	in service
47524	Brush Type 4 Co-Co	under restoration

COALBROOKDALE MUSEUM OF IRON, SHROPSHIRE.

The museum at Coalbrookdale, in the Ironbridge Gorge, Shropshire, is the birthplace of the Industrial Revolution and within a World Heritage Site.

It is one of 10 Ironbridge Gorge Museums administered by the Ironbridge Gorge Museum Trust.

On display is the blast furnace where Abraham Darby perfected the smelting of iron with coke instead of charcoal.

Industrial steam locomotives

No. 5	0-4-0ST	Coalbrookdale		1865	on display
	0-4-0VBT	Sentinel	6155	1925	(rebuild) on display
	0-4-0VBT	Sentinel	6185	1925	(rebuild) on display

0-4-0ST No. 5, built at Coalbrookdale Ironworks in 1865, on display at Enginuity, next to the Coalbrookdale Museum of Iron. ALISTAIR GRIEVE

The Dean Forest Railway's first main line steam locomotive – GWR 2-6-2T No. 5541 – passes through Norchard High Level station with a ballast train. KEN WOOLLEY

DEAN FOREST RAILWAY, NORCHARD, GLOUCESTERSHIRE.

The Dean Forest had an extensive network of branches serving the industries of this unique part of Gloucestershire. The Dean Forest Railway Society was formed in 1970 to become the volunteer support organisation for the Dean Forest Railway (DFR), whose objective was to preserve the last remaining section of the Severn & Wye Railway, which ran from Lydney to Cinderford, part of a complex of lines in the Forest of Dean.

The DFR started limited steam operations at Norchard in 1971. The railway extended south to Lydney Junction and the main line in 1995, and north to Parkend in 2006, giving a run of 4¼ miles through the forest.

The new Lydney Town station was opened in April 2001. It is a typical short GWR branch line, in the unique setting of the Forest of Dean.

It has seen a variety of visiting locomotives to supplement its own GWR and industrial fleet, and even visiting main line steam railtours at its Lydney Junction station.

It is also home to a varied and sizeable fleet of main line diesels.

British main line steam locomotives

9682	GWR 0-6-0PT	1949	under overhaul
5541	GWR 2-6-2T	1928	in service

Industrial steam locomotives

	0-4-0ST	Barclay	2221	1946	stored
Wilbert	0-6-0ST	Hunslet	3806	1953	stored
Warrior	0-6-0ST	Hunslet	3823	1954	under overhaul
65	0-6-0ST	Hunslet	3889	1964	stored
Uskmouth No. 1	0-4-0ST	Peckett	2147	1952	stored
WD 152 *Rennes*	0-6-0ST	RSH	7139	1944	in service

BR diesel locomotives

08238 *Charlie*	Class 08 0-6-0DE	in service
08769 *Gladys*	Class 08 0-6-0DE	in service
D9521	Class 14 0-6-0DH	in service
D9555	Class 14 0-6-0DH	in service
D7633	BR/Sulzer Type 2 Bo-Bo	awaiting overhaul
27066	BRCW/Sulzer Type 2 Bo-Bo	awaiting overhaul
31210	Brush Type 2 A1A-A1A	under restoration
31235	Brush Type 2 A1A-A1A	awaiting overhaul
31466	Brush Type 2 A1A-A1A	in service
37308	EE Type 3 Co-Co	under restoration
73001	Bo-Bo electro-diesel	in service
73002	Bo-Bo electro-diesel	on display

FOXFIELD RAILWAY, BLYTHE BRIDGE, STAFFORDSHIRE.

This railway was originally just a private coal-carrying branch line on the edge of the Potteries. It was built in 1893 to link Foxfield colliery in the village of Dilhorne to the North Staffordshire Railway at Blythe Bridge, 3½ miles away.

When the colliery closed in 1965, the Foxfield Light Railway Society was formed to operate trains over the line at weekends with the agreement of the company which had bought the colliery site. The society obtained its first steam locomotive in 1967 and ran the first train on May 14, 1967, making it one of the earliest standard gauge preserved railways in the UK.

Since then it has become well-established as a railway, where the often overlooked industrial locomotive can be seen in a suitable environment.Starting off heading in the wrong direction and completing a 180° turn while climbing more than 100 feet in just over two-thirds of a mile, the building of the railway created the well-known Foxfield Bank which, with gradients as steep as 1-in-19, is the steepest standard gauge adhesion-worked incline in the country.

The locomotive collection has grown over the years from an engine and a few wagons to more than 30 locomotives, including the sole-surviving North Staffordshire Railway steam locomotive – 0-6-2T No. 2 – and 1874-vintage Haydock Foundry 0-6-0WT *Bellerophon*.

The railway is also home to a wide selection of rolling stock, ranging from a collection of the ubiquitous 16-ton mineral wagon to the beautifully restored North Staffordshire Railway coaches, dating from the 1880s, which operate once a month on special 'Knotty Heritage' days.

British main line steam locomotive

No. 2		NSR 0-6-2T		1923	on display

Industrial steam locomotives

Millom	0-4-0ST	Avonside	1563	1908	under overhaul
Lewisham	0-6-0ST	Bagnall	2221	1927	awaiting overhaul
Hawarden	0-4-0ST	Bagnall	2623	1940	under overhaul
No. 2	0-4-0ST	Bagnall	2842	1946	in service at Chasewater
Florence No. 2	0-6-0ST	Bagnall	3059	1953	awaiting overhaul
Boots No. 1	0-4-0F	Barclay	1984	1930	on loan to West Somerset
	0-4-0ST	B Peacock	1827	1879	in service
	0-4-0CT	Dubs	4101	1901	in service
Bellerophon	0-6-0WT	Haydock		1874	in service
No. 6	0-4-0ST	Robert Heath		1885	under overhaul
Moss Bay	0-4-0ST	Kerr Stuart	4167	1920	on display
	0-4-0ST	Kerr Stuart	4388	1926	awaiting overhaul
No. 3 *Marston*	0-4-0ST	H Leslie	3581	1924	under overhaul
Whiston	0-6-0ST	Hunslet	3694	1950	in service
Wimblebury	0-6-0ST	Hunslet	3839	1956	in service
The Welshman	0-6-0ST	M Wardle	1207	1890	awaiting restoration
Henry Cort	0-4-0ST	Peckett	933	1903	on display
Ackton Hall No. 3	0-6-0ST	Peckett	1567	1923	under overhaul
Ironbridge No. 1	0-4-0ST	Peckett	1803	1933	on display
No. 11	0-4-0ST	Peckett	2081	1947	on display
No. 15 *Eustace Forth*	0-4-0ST	RSH	7063	1942	in service at Locomotion
	4wVBT	Sentinel	9535	1952	on display

Visiting from the Embsay & Bolton Abbey Steam Railway, Robert Stephenson & Hawthorns Austerity 0-6-0ST No. 7086 *Norman*, running as No. 35, heads a coal train at Foxfield Colliery on the Foxfield Railway.

The most significant extension to be opened on a heritage line in 2018 was the Gloucestershire Warwickshire Railway's extension to Broadway. SR rebuilt Merchant Navy Pacific No. 35006 *Peninsular & Oriental S N Co* departs from the rebuilt station on March 21 with the first passenger train for 58 years. MALCOLM RANIERI

GLOUCESTERSHIRE WARWICKSHIRE RAILWAY, TODDINGTON, GLOUCESTERSHIRE.

In the late-1970s, there was an optimistic scheme to reopen the entire GWR main line from Stratford-upon-Avon to Cheltenham through the middle of the Cotswolds, and with the potential to become one of Britain's most-popular heritage railways.

This line was built late by the GWR, between 1901 and 1906, providing a quicker route for the company between Birmingham and Bristol, where the Midland Railway route tended to predominate.

It closed to local passenger traffic on March 5, 1960, but was still used for freight and for diversions of Birmingham to Bristol expresses until August 1976.

The Gloucestershire Warwickshire Steam Railway bought the trackbed between Broadway and Cheltenham Racecourse, although the track and most buildings had gone by then.

As a late starter in heritage railway terms, not only has a lot of infrastructure had to be reinstated, but the choice of available engines by the late-1970s was very limited, consisting mainly of derelict wrecks at Barry scrapyard, which have taken many years to restore. The first train operated over a quarter of a mile of track from Toddington in April 1984, but the railway deliberately progressed slowly without overstretching itself. Since then, 10 miles of track have been relaid to Cheltenham Racecourse and trains now also run east from Toddington over Stanway Viaduct, and in 2018 reached Broadway, to give a 14-mile run.

The railway runs through a popular tourist area and has been a great success, fulfilling its undoubted potential.

British main line steam locomotives

4270	GWR 2-8-0T			1919	in service
2807	GWR 2-8-0			1905	in service
2874	GWR 2-8-0			1918	under restoration
3850	GWR 2-8-0			1942	under overhaul
7820 *Dinmore Manor*	GWR 4-6-0			1950	in service
7903 *Foremarke Hall*	GWR 4-6-0			1949	in service
35006 *Peninsular & Oriental S N Co*	SR MN 4-6-2			reb 1959	in service
76077	BR 4MT 2-6-0			1956	under restoration

Industrial steam locomotive

John	0-4-0ST	Peckett	1976	1939	cosmetic restoration

BR diesel locomotives

D2182	Class 03 0-6-0DM	in service
D2280	Class 04 0-6-0DM	awaiting overhaul
D8137	EE Type 1 Bo-Bo	in service
2001 (20035)	EE Type 1 Bo-Bo	for spares
24081	BR/Sulzer Type 2 Bo-Bo	in service
D5343	BRCW/Sulzer Type 2 Bo-Bo	in service
D6948	EE Type 3 Co-Co	in service
37215	EE Type 3 Co-Co	in service
45149	Peak Type 4 1Co-Co1	in service
47105	Brush Type 4 Co-Co	under overhaul
47376 *Freightliner 1995*	Brush Type 4 Co-Co	in service
73129 *City of Winchester*	Bo-Bo electro-diesel	in service

NORTH GLOUCESTERSHIRE RAILWAY, TODDINGTON G/WR. 2ft.

The narrow gauge North Gloucestershire Railway runs alongside the Gloucestershire and Warwickshire Railway at Toddington.

It was built in 1985 when the Dowty Railway Preservation Society at Ashchurch needed a new home for its collection of narrow-gauge rolling stock.

The rail used on the railway was bought from the Southend Pier Railway.

The line runs for around three-quarters of a mile and is worked by steam and diesel locomotives from Britain, Belgium, Poland and South Africa. Most of the rolling stock is kept under cover in a large shed, which is open when trains are running.

Steam locomotives

1091	0-8-0T	Henschel	15968	1918	in service
Chaka's Kraal No. 6	0-4-2T	Hunslet	2075	1940	in service
No. 7 *Justine*	0-4-0WT	Jung	939	1906	awaiting overhaul

The locomotive stock of the North Gloucestershire Railway. Henschel 0-8-0T No. 1091, Hunslet 0-4-2T *Chaka's Kraal No. 6*, and Jung 0-4-0WT No. 7 *Justine*. MALCOLM RANIERI

SEVERN VALLEY RAILWAY, BRIDGNORTH, SHROPSHIRE.

Opening on May 23, 1970, from Bridgnorth to Hampton Loade, this was the fourth line to be reopened as a heritage railway, and the second stretch of the GWR. The plans were for far more than a five-mile branch line, though.

One of the first schemes to envisage preserving a lengthy stretch of secondary main line rather than a short branch line, the preservationists aimed to reopen the 16 miles from Kidderminster to Bridgnorth via Bewdley. The 40-mile Severn Valley line, built in 1858-62, linked Hartlebury with Shrewsbury and became part of the GWR. The line was a pre-Beeching closure by BR, passenger services ending in 1963. Following the closure of Alveley Colliery in 1969, and the ending of Bewdley passenger services from Kidderminster in 1970, it was possible to obtain the entire route. A share issue was so successful that with additional financial help the line to Foley Park was bought and progressively opened to Highley in April 1974 and to Bewdley the following month.

Regular services into Kidderminster started on July 30, 1984, with an impressive new station, based on a turn-of-the-century GWR design for Ross-on-Wye, being built alongside the BR one.

The railway has gone from strength to strength, with even the largest Pacifics able to haul lengthy trains over the 16-mile route.

In 2000, the largest heritage line carriage shed was constructed on the Kidderminster Town site. The railway today carries up to 250,000 passengers a year, the second highest of any UK heritage line, and in 2009, another major attraction was opened on the line in the form of the Engine House Museum and visitor centre at Highley station.

In 2016, the railway launched a share issue solely to raise funds for its £5 million redevelopment of Bridgnorth station. The railway got going early enough to acquire a handful of steam engines straight from BR, and made the wise decision to invest in a significant number of engines from Barry scrapyard early in the 1970s, thereby getting the pick of the engines and before they had deteriorated too much.

With an excellent record of returning these engines to service, even including main line use, the SVR quickly had a fleet of engines few lines could compete with. Further engines have come and gone, but the core fleet is very much the 1970s' Barry purchases.

Diesels and coaches are certainly not overlooked and the railway has the most impressive carriage shed and diesel depot to be found on any heritage line.

British main line steam locomotives

813	PTR 0-6-0ST	1901	in service, loan to ELR
1450	GWR 0-4-2T	1935	in service
5764	GWR 0-6-0PT	1929	in store
7714	GWR 0-6-0PT	1930	in service
1501	GWR 0-6-0PT	1949	in service
4566	GWR 2-6-2T	1924	awaiting overhaul
4150	GWR 2-6-2T	1947	under restoration
5164	GWR 2-6-2T	1930	on display at Barrow Hill
2857	GWR 2-8-0	1918	in service
7802 *Bradley Manor*	GWR 4-6-0	1938	in service
7812 *Erlestoke Manor*	GWR 4-6-0	1939	under overhaul at Tyseley
7819 *Hinton Manor*	GWR 4-6-0	1939	on display at Swindon
4930 *Hagley Hall*	GWR 4-6-0	1929	under overhaul
34027 *Taw Valley*	SR WC 4-6-2	reb 1957	in service
34070 *Manston*	SR BB 4-6-2	1947	under overhaul for Swanage
43106	LMS 4MT 2-6-0	1951	in service
42968	LMS 2-6-0	1934	under overhaul
75069	BR 4MT 4-6-0	1955	under overhaul
Dunrobin	Duke of Sutherland 0-4-4T	1895	under restoration for Beamish
82045	BR 3MT 2-6-2T		under construction

Industrial steam locomotive

Warwickshire	0-6-0ST	M Wardle	2047	1926	under overhaul

Main line diesel locomotives

D3022	Class 08 0-6-0DE	in service
D3201	Class 08 0-6-0DE	in service
D3586	Class 08 0-6-0DE	in service
D3802	Class 08 0-6-0DE	in store
08896	Class 08 0-6-0DE	for spares
D4100 *Dick Hardy*	Class 08 0-6-0DE	in service
09107	Class 09 0-6-0DE	under overhaul
12099	Class 11 0-6-0DE	in service
D9551	Class 14 0-6-0DH	in service
33108 *Vampire*	BRCW Type 3 Bo-Bo	in service, hire from Barrow Hill
D7029	Hymek Type 3 hydraulic B-B	DH under overhaul
37688 *Great Rocks*	EE Type 3 Co-Co	in service
40135	EE Type 4 1Co-Co1	in service, loan from ELR
D821 *Greyhound*	Warship Type 4 B-B DH	in service
50026 *Indomitable*	Class 50 EE Type 5 Co-Co	under repair
50031 *Hood*	Class 50 Co-Co	in service
50033 *Glorious*	Class 50 Co-Co	under restoration
50035 *Ark Royal*	Class 50 Co-Co	in service
50044 *Exeter*	Class 50 Co-Co	under overhaul
D449 *Defiance*	Class 50 Co-Co	in service
D1013 *Western Ranger*	Western C-C DH	under overhaul
D1015 *Western Champion*	Western C-C DH	under repair
D1062 *Western Courier*	Western C-C DH	in service

BELOW: GWR 4-6-0 No. 7812 *Erlestoke Manor* brings a train of LNER teak coaches out of the Severn Valley Railway's carriage shed at Kidderminster. To the right, a new diesel maintenance shed has now been built.

On display in the Engine House Museum at Highley on the Severn Valley Railway are: WD Austerity 2-10-0 No. 600 *Gordon*, LMS 4-6-0 No. 45110, 0-6-0T No. 47383, 2-6-0 No. 46443, 2-8-0 No. 48773, and Hunslet 0-6-0T *The Lady Armaghdale*. JOHN TITLOW

British main line steam locomotives

7325	GWR 2-6-0	1932	on display
47383	LMS 3F 0-6-0T	1926	on display
46443	LMS 2MT 2-6-0	1950	on display
45110	LMS 5MT 4-6-0	1935	on display
48773	LMS 8F 2-8-0	1940	on display
80079	BR 4MT 2-6-4T	1954	on display
600 *Gordon*	LMR WD 2-10-0	1943	on display

Industrial steam locomotive

The Lady Arnaghdale	0-6-0T	Hunslet	686	1898	on display

ENGINE HOUSE MUSEUM, HIGHLEY, SVR.

Opened in March 2008, the Severn Valley Railway has led the way in displaying its out-of-service locomotives and other stock in a state-of-the-art, purpose-built museum building at one of its intermediate stations.

TELFORD STEAM RAILWAY, SHROPSHIRE.

Horsehay and Dawley station lost its passenger services in July 1962 and freight services two years later.

The line dated back to 1859 and the opening of the first section of the Severn Junction Railway, serving the Coalbrookdale area, the cradle of the industrial revolution.

In 1861, the Severn Junction Railway was leased for operation by the GWR, and within six years had extended from Wellington to Craven Arms.

Main line steam locomotive

5619	GWR 0-6-2T	1925	in service, loan to NVR

Industrial steam locomotives

Colmans Mustard MPI	0-4-0F	Barclay	1944	1927	
	0-4-0ST	G Ritchie	272	1894	in service, loan from Ribble
139 *Beatty*	0-4-0ST	H Leslie	3240	1917	under restoration
Rocket	0-4-0ST	Peckett	1722	1926	under repair
Merlin	0-4-0ST	Peckett	1967	1939	awaiting repair
Ironbridge No. 3	0-4-0ST	Peckett	1990	1940	awaiting restoration

BR main line diesel locomotive

08757	Class 08 0-6-0DE	in service

Peckett 0-4-0ST *Rocket* departs from Lawley Village on the Telford Steam Railway's newly opened extension in 2015. ALISTAIR GRIEVE

The Telford Horsehay Steam Trust was formed in 1976, using as its base the 1860 goods transhipment shed, and has gradually extended its operations.

The steam railway was opened to the public in 1984, with the trust changing its name to the Telford Steam Railway.

On April 4, 2015, a 500-yd extension was opened to Lawley village, giving the line a Y-shaped round trip of 3½ miles from Horsehay and Dawley.

The ultimate goal remains the site of Ironbridge power station, which closed during 2016.

VALE OF BERKELEY RAILWAY, SHARPNESS, GLOUCESTERSHIRE.

This four-mile branch on the MR main line from Gloucester to Bristol branch line opened in August 1876, running from Berkeley Road to Sharpness.

However, in 1879, the Severn Bridge was built, and the branch became part of a through route across the river to Lydney, operated by the MR and GWR jointly from 1894.

After being struck by barges, the bridge was closed in 1960, and Sharpness reverted to being the end of the branch.

Passenger services ceased in 1964, but the line is still open for nuclear flask trains serving Berkeley and Oldbury nuclear power stations.

In 2015, a new group announced its intention to restore the branch as a heritage railway, and items of rolling stock have arrived, mainly from the Gloucestershire Warwickshire Railway.

The first locomotive to arrive was LMS 0-6-0 diesel shunter No. 7069, built in 1935.

British main line steam locomotives

4027	LMS 4F 0-6-0	1924	loan from NRM under overhaul
44901	LMS 5MT 4-6-0	1945	awaiting restoration

Industrial steam locomotive

No. 15 *Earl David*	0-6-0ST	Barclay	2183	1945	under overhaul
	0-4-0F	Barclay	2126	1942	stored

British main line diesel locomotives

7069	LMS 0-6-0DM	under restoration
D2069	Class 03 0-6-0DM	under overhaul
D9553	Class 14 0-6-0DH	awaiting restoration

Manning Wardle 0-6-0ST *Winston Churchill* (2025 of 1923) on display at the Black Country Living Museum in Dudley. ALISTAIR GRIEVE

TYSELEY LOCOMOTIVE WORKS, BIRMINGHAM.

In 1966, GWR 4-6-0 No. 7029 *Clun Castle* was bought for preservation by Patrick Whitehouse and based temporarily at BR's Tyseley shed.

The prospects for continued operation of this and a couple of LMS 4-6-0s, suggested a permanent steam centre could be established at the shed around these first engines.

Other engines were obtained and the collection was housed in the converted and extended water tower and coaling stage buildings, alongside BR's new diesel depot, the steam shed having unfortunately been demolished.

In 1967, BR introduced its ban on the operation of privately preserved steam engines and Tyseley was the only place able to operate big engines on passenger trains, on a short length of BR track alongside its shed.

The occasional Tyseley open days were the only place in Britain where enthusiasts could experience even extremely limited, big main line steam haulage for a three- or four-year period.

The site became known as the Birmingham Railway Museum, open on a regular basis for many years, but has been rebranded as Tyseley Locomotive Works, which has gone back to staging only a couple of public open days per year. The railtour operating arm is Vintage Trains.

The centre's engineering facilities are now second-to-none, and under the leadership of renowned steam engineer Bob Meanley, many well-known main line performers have emerged from the locomotive works.

In 1999, Vintage Trains achieved its long-held ambition of operating a regular main line steam service, the summer Sundays 'Shakespeare Express' from Birmingham to Stratford-upon-Avon.

In 2018, Vintage Trains started the process of becoming a registered Train Operating Company to enable it to run its own trains on the main line, and launched a share issue.

The company was successful in raising sufficient funds to begin this process, and it is expected it will bear fruit, and operations will be able to begin during the summer.

Around the turntable at the Tyseley Locomotive Works are: GWR 4-6-0s Nos. 5029 *Nunney Castle*, 5043 *Earl of Mount Edgcumbe*, 4965 *Rood Ashton Hall*, 4936 *Kinlet Hall*, and 2-8-0 No. 2885. PHIL WATERFIELD

British main line steam locomotives

L94	GWR 0-6-0PT	1930	in main line service
7760	GWR 0-6-0PT	1930	awaiting overhaul
9600	GWR 0-6-0PT	1945	in main line service
4588	GWR 2-6-2T	1927	under overhaul for private owner
4121	GWR 2-6-2T	1937	under overhaul for private owner
4115	GWR 2-6-2T		dismantled, parts used in 4709 project
2885	GWR 2-8-0	1938	under overhaul
7812 *Erlestoke Manor*	GWR 4-6-0	1939	under overhaul for SVR
4936 *Kinlet Hall*	GWR 4-6-0	1929	under overhaul for WSR
4965 *Rood Ashton Hall*	GWR 4-6-0	1930	in main line service
5043 *Earl of Mount Edgcumbe*	GWR 4-6-0	1936	in main line service
5080 *Defiant*	GWR 4-6-0	1939	awaiting overhaul
7029 *Clun Castle*	GWR 4-6-0	1950	in main line service
5593 *Kolhapur*	LMS Jubilee 4-6-0	1934	awaiting overhaul
45596 *Bahamas*	LMS Jubilee 4-6-0	1935	under overhaul for Bahamas Loco Soc
71000 *Duke of Gloucester*	BR 8P 4-6-2	1954	under overhaul for BR Class 8 SLT
670	LNWR 2-2-2		under construction

Overseas steam locomotive

3278 *Franklin D Roosevelt*	USATC S160 2-8-0	1944	awaiting overhaul

Industrial steam locomotives

No. 1 *Cadbury*	0-4-0T	Avonside	1977	1925	awaiting overhaul
Falmouth No. 3	0-4-0ST	H Leslie	3597	1926	under overhaul
No. 6	0-4-0ST	Peckett	2004	1941	in service
Fred	0-6-0ST	RSH	7289	1945	awaiting overhaul
	0-4-0VBWT	Cockerill	3083	1923	under overhaul

BR diesel locomotives

13029	Class 08 0-6-0DE	in service
37263	EE Type 3 Co-Co	under restoration
40118	EE Type 4 1Co-Co1	under overhaul
D1755	Brush Type 4 Co-Co	main line service

BR electric locomotive

86259	*Les Ross*	Class 86 Bo-Bo	main line service

Sites with one locomotive on display

BURTON-ON-TRENT, NATIONAL BREWERY CENTRE.

Industrial steam locomotive

No. 9	0-4-0ST	Neilson	5907	1901	on display

COLEFORD, GREAT WESTERN RAILWAY MUSEUM, GLOUCESTERSHIRE.

Industrial steam locomotive

WA No. 2	0-4-0ST	Peckett	1893	1936	on display

DUDLEY, BLACK COUNTRY LIVING MUSEUM, WEST MIDLANDS.

Industrial steam locomotive

Winston Churchill	0-6-0ST	M Wardle	2025	1923	on display

ROWDEN MILL STATION MUSEUM

BR diesel locomotive

D2371	Class 04 0-6-0DM	in service

Neilson 0-4-0ST No. 9 (5907 of 1901) on display at the National Brewery Centre at Burton-on-Trent. PHIL WATERFIELD

Resident Bagnall 0-4-0ST *Isabel* heads a passenger train on the Amerton Railway, passing 0-4-0STs *Jennie* and *Peter Pan*.

AMERTON RAILWAY, STOWE-BY-CHARTLEY, STAFFORDSHIRE. 2ft.

The Amerton Railway is owned by the Staffordshire Narrow Gauge Railway Society. Construction started in 1990 in a field at the side of Amerton Working Farm. The first trains ran in 1992, but it was around 10 years later when the railway was completed as a full circle with two passing loops.

In May 2012, the 17 acres of land on which the railway is run was bought by the railway, securing the future of operations at Amerton.

In 2001, the railway acquired the Leek and Manifold Valley Light Railway/North Staffordshire Railway signalbox from Waterhouses station, which once controlled both the narrow gauge and standard gauge lines at Waterhouses. It has since undergone major restoration.

The line has an impressive collection of industrial steam locomotives and sees many interesting visitors at its June gala weekend.

One engine of particular interest is the ex-BR Beeston sleeper works Bagnall 0-4-0ST, under overhaul and possible conversion from 3ft gauge.

Steam locomotives

Diana	0-4-0T	Kerr Stuart	1158	1917	in service, loan from Bala
Isabel	0-4-0ST	Bagnall	1491	1897	under overhaul
No. 1 (ED10)	3ft-gauge 0-4-0ST	Bagnall	1889	1911	under overhaul
Howard/Jennie	0-4-0ST	Hunslet	3905	2007	in service
No. 56 *Lorna Doone*	0-4-0ST	Kerr Stuart	4250	1922	under restoration
DFB 526	0-8-0T	Henschel	14019	1916	under restoration

LEFT: Visiting Quarry Hunslet 0-4-0ST *Edward Sholto* on the Apedale Valley Railway.

APEDALE VALLEY RAILWAY, NEWCASTLE-UNDER-LYME, STAFFORDSHIRE, MOSELEY RAILWAY TRUST. 2ft.

The Moseley Railway Trust built up a major collection of industrial narrow gauge locomotives and other equipment. It originally had its base in south Manchester, but relocated to the Apedale Community Country Park, near where the Apedale Valley Light Railway and an important museum are being established next to the Apedale Heritage Centre.

From 1998 to 2007, the trust's collection was in storage, having been forced to vacate its site at Cheadle, near Manchester, where it had operated the 2ft-gauge Moseley Tramway.

Phase one of the railway opened in July 2010, more track has been laid, and a large museum building has been built to house the extensive collection of locomotives, many of them petrol or diesel engines.

Steam locomotives

9	0-6-0WT	H Clarke	1238	1916	in service
	4-6-0T	Hunslet	1215	1916	in service
Stanhope	0-4-2ST	Kerr Stuart	2395	1917	in service
Joffre	0-6-0T	Kerr Stuart	3014	1916	in service

EVESHAM VALE LIGHT RAILWAY, EVESHAM COUNTRY PARK, WORCESTERSHIRE. 1ft 3in.

The Evesham Vale Light Railway opened in August 2002, running for more than a mile through the park. Passenger trains run throughout the year, although operations tend to be limited to weekends during school term time, becoming a daily service during school holidays. The railway was built by Jim and Helen Shackell. Jim was previously chief engineer of the Leighton Buzzard Railway. It was taken over by Adrian & Sandra Corke in January 2012. Adrian was formerly chief engineer at the Buckinghamshire Railway Centre.

ABOVE RIGHT: Two of Evesham Vale Railway's active fleet: Exmoor 0-4-0STT *St Egwin* and Severn Lamb 0-6-2T No. 3 *Dougal*, along with Barnes Atlantic No. 103 *John* of 1921, and Bassett-Lowke *Atlantic Count Louis*. The Atlantics have now left the railway. JACK BOSKETT

Steam locomotives

3 *Dougal*	0-6-2T	Severn Lamb		1970	in service
Monty	0-4-2T	Exmoor	300	1996	in service
St Egwin	0-4-0STT	Exmoor	312	2003	in service
	4-4-0	Cagney		1924	stored
712	0-4-0	Morse		1951	stored

PERRYGROVE RAILWAY, COLEFORD, GLOUCESTERSHIRE. 1ft 3in.

The Perrygrove Railway runs a round trip of half a mile between four stations, through farmland and woods on the edge of the Forest of Dean.

The railway was the brainchild of Michael Crofts and first opened to the public on August 1, 1996. As Michael and his wife Frances sought to semi-retire, David Nelson became the manager at Perrygrove in mid-2011, and acquired the line in 2014. The railway was inspired by the minimum gauge estate railways or British narrow gauge railways developed by Sir Arthur Heywood at the end of the 19th century, including his pioneering Duffield Bank Railway and the later Eaton Hall Railway.

The Heywood Collection and associated replica vehicles built by James Waterfield, including the locomotive *Ursula* and the Duffield Bank dining carriage, was based at Perrygrove. However, following the change of ownership at Perrygrove, this collection has gone into storage in Lincolnshire.

Alan Keef 2-6-2T *Lydia*, Exmoor 0-6-0T *Spirit of Adventure*, 0-6-2T *Anne*, and 0-4-0 No. 27 *Soony* outside the shed on the Perrygrove Railway. MALCOLM RANIERI

Steam locomotives

Lydia	2-6-2T	A Keef	77	2008	under overhaul
Spirit of Adventure	0-6-0T	Exmoor	295	1993	in service
Tasmania		Garratt			under overhaul
No. 27 *Soony*	0-4-0	Joe Nemeth			in service
Anne	0-6-2T	Exmoor	323	2004	in service

RUDYARD LAKE RAILWAY, NR LEEK, STAFFORDSHIRE. 10¼in.

The Rudyard Lake Steam Railway runs for 1½ miles on the trackbed of the former North Staffordshire Railway (NSR) Leek to Macclesfield line.

After the NSR line closed, a small narrow gauge railway ran on this site for two years before moving via Suffolk to Trago Mills in Devon.

The current line started in 1985, and was built by Peter Hanton of Congleton, working on his own over a period of 10 years. He sold the railway to the Rudyard Lake Steam Railway Ltd in October 2000, which continued to develop it. Trains are about half the size of a normal narrow gauge railway and are steam hauled. The railway was bought by the Leek and Rudyard Railway in December 2015. This company owns the assets of the former Mull Railway and has plans to combine the two railways at Rudyard. Trains run on Sundays and Bank Holidays from January to the end of November, with more regular services from Easter to October and daily during school holidays. Rudyard station comprises platform 1 with a shelter where the trains depart. A footbridge links this to the original standard gauge North Staffordshire Railway platform.

Exmoor-built 2-4-2Ts No. 6 *Excalibur* and No. 7 *Merlin* on the Rudyard Lake Railway.

Steam locomotives

6 *Excalibur*	2-4-2T	Exmoor		1993	
7 *Merlin*	2-4-2T	Exmoor	296	1998	
8 *King Arthur*	0-6-2T	Exmoor	324	2005	
9 *Pendragon*	2-4-2T	Exmoor		1994	
196 *Waverley*	4-4-2	D Curwen		1948	
Victoria	2-6-2T	D Vere		1993	under overhaul off-site

Steam locomotives

Standard gauge					
Hodbarrow	0-4-0ST	Hunslet	299	1882	on display
2ft 6in					
No. 6	0-4-0T	La Meuse	3243	1926	operational
2ft					
Ogwen	0-4-0T	Avonside	2066	1933	under restoration/off site
Marchlyn	0-4-0T	Avonside	2067	1933	in service
Isibutu	4-4-0T	Bagnall	2820	1945	in service
Cegin	0-4-0WT	Barclay	1991	1931	under restoration
Saccharine	0-4-2T	Fowler	13355	1914	in service
No. 11 *Fiji*	0-6-0	H Clarke	972	1912	in service
No. 19	0-4-0ST	H Clarke	1056	1914	in service
Alpha	0-6-0PT	H Clarke	1172	1922	in service
GP39	0-6-0WT	H Clarke	1643	1930	in service
King of the Scarlets	0-4-0ST	Hunslet	492	1889	awaiting restoration
Jack	0-4-0ST	Hunslet	684	1898	in service
Sybil Mary	0-4-0ST	Hunslet	921	1906	in service
Gertrude	0-4-0ST	Hunslet	995	1909	on display
Michael	0-4-0ST	Hunslet	1709	1932	awaiting restoration
No. 2 *Howard*	0-4-2ST	Hunslet	1842	1936	in service
Tamar	0-4-2PT	Hunslet	3756	1952	awaiting restoration
Trangkil No. 4	0-4-2ST	Hunslet	3902	1971	in service
Statfold	0-4-0ST	Hunslet	3903	2005	in service
Jack Lane	0-4-0ST	Hunslet	3904	2005	in service
	0-6-0WT	Kerr Stuart	3010	1916	awaiting restoration
No. 2 *Roger*	0-4-0ST	Kerr Stuart	3128	1918	in service
Triassic	0-6-0ST	Peckett	1270	1911	stored
Liassic	0-6-0ST	Peckett	1632	1923	in service
No. 1 *Harrogate*	0-6-0ST	Peckett	2050	1944	in service
No. 6 *Howard*	0-4-0VB	Wilbrighton 2		2007	in service
Minas de Aller No. 2	0-6-0PT	Corpet Louvet	439	1884	in service
	0-6-0T	Decauville	1735	1919	dismantled
Marromeu No. 3	0-8-0T	Henschel	14928	1917	awaiting restoration
Tjepper No. 5	0-4-40T	Jung	2279	1914	awaiting restoration
Jatibarang No. 9	0-4-4-0T	Jung	4878	1930	in service
Sragi No. 1	0-4-2T	Krauss	4045	1899	in service
Pakis Baru No. 1	0-4-0WTT	O&K	614	1900	in service
Pakis Baru No. 5	0-4-4-0T	O&K	1473	1905	in service
	0-4-0WT	O&K	5662	1912	awaiting restoration
Sragi No. 14	0-4-0WTT	O&K	10750	1923	in service
WDLR 779	4-6-0PT	Baldwin	44657	1916	awaiting restoration
	4-6-0PT	Baldwin	45190	1917	awaiting restoration
	0-4-0	Davenport	1586	1917	in service

Private Sites

ALAN KEEF LTD, LEA, ROSS-ON-WYE, HEREFORDSHIRE. 3ft AND 2ft.

This company is a narrow gauge railway engineering company, which manufactures, overhauls, and deals in mainly narrow gauge locomotives, rolling stock and associated equipment. The company was formed in 1975, continuing what Alan Keef had already been doing for some years as an individual. The company moved to its current premises in 1986. Since 1976, a large number of locomotives have been built; many 'steam outline' diesels, but several steam locomotives, including a couple of historic standard gauge replicas for Beamish Museum.

The company has also helped restore a number of historically significant engines, including both UK-preserved Baldwin 4-6-0Ts.

During the annual open day in September, the public is welcome to see and ride on examples of rail equipment from visiting exhibitors, as well as its own in-house rail equipment, on the facility's 3ft- and 2ft-gauge tracks.

Steam locomotives

Nancy	0-6-0T	Avonside	1547	1908	under overhaul for Cavan & Leitrim
Taffy	0-4-0VBT	A Keef	30	1994	in service
Woto	0-4-0ST	Bagnall	2133	1924	in service

BEECHES LIGHT RAILWAY, ADRIAN SHOOTER, OXFORDSHIRE. 2ft.

Steam locomotive

19	0-4-0STT	Sharp Stewart	3518	1888	

BROMYARD AND LINTON LIGHT RAILWAY. 2ft.

This railway runs for one mile from near Bromyard towards Worcester.

The track is laid on the bed of the old BR Worcester, Bromyard and Leominster line, closed to passenger trains in 1964.

There are a large number of unrestored petrol and diesel locomotives.

There is no public access, although a Kerr Stuart 0-4-0ST visited for a photo charter.

Steam locomotive

Mesozoic	0-6-0ST	Peckett	1327	1913	dismantled

STATFOLD BARN RAILWAY, TAMWORTH, STAFFORDSHIRE, VARIOUS GAUGES.

Many of the narrow gauge railways in England are of very recent construction, but there is nowhere quite like the Statfold Barn Railway.

Built in recent years, it runs on several gauges, and features a new locomotive shed, workshop and extensive museum buildings. It has an ever-changing fleet of mainly narrow gauge steam locomotives imported from countries all around the world, which are quickly overhauled, often from atrocious condition, and returned to steam.

The 1½-mile main running line is of 2ft gauge, but locomotives of other gauges are on site, including standard gauge, 1ft 6in and 2ft 6in. It is privately owned by Graham Lee, former chairman of LH Group Services Ltd – which in 2005 bought what remained of the Hunslet Engine Company.

For the 2017 season, a narrow gauge tram track was laid in concrete parallel to the level section of the Field Railway, incorporating a 1ft 6in-mixed gauge line.

As well as a substantial number of steam locomotives, the collection includes many diesel and electric locomotives, trams and other equipment.

The railway is not open to the public,

Kerr Stuart 0-4-0ST *Peter Pan* and Barclay 0-4-0T *Granton* No. 9 in steam at an Alan Keef open day at the company's Ross-on-Wye works. The other two engines are Krauss of Berlin-built 0-4-0Ts, visiting from the Netherlands, which had both been overhauled by the company. JAMES WAITE

Hunslet 0-4-2T *Trangkil* No. 4 and Peckett 0-6-0ST *Harrogate* outside the Statfold Barn Railway's locomotive shed. *Trangkil* No. 4 was the last steam locomotive built in Britain for industrial service, and was exported to Java in 1971.

but a couple of enthusiasts' days are held each year and interested enthusiasts may apply for an invitation to one of these events, which sees the most intensive steam service on any railway in Britain, with 15-20 locomotives in use.

The museum building has been developed into an impressive display of narrow gauge locomotives and rolling stock, which it is expected will be opened to the public on a regular basis in due course.

A parallel run at Statfold Barn by Bagnall 4-4-0T *Isibutu* and *Orenstein & Koppel* Mallet 0-4-4-0T *Pakis Baru No. 5.*

Darjeeling Himalayan Railway Sharp Stewart 0-4-0STT No. 19 on Adrian Shooter's Beeches Light Railway. MALCOLM RANIERI

NEMESIS RAIL, BURTON-ON-TRENT.

This is a railway maintenance and spot-hire company, formed in early-2007, and initially based at Barrow Hill Roundhouse. In July 2011, it moved to the former BR wagon works on Derby Road, Burton-on-Trent, a large site, where it has amassed a substantial collection of locomotives and rolling stock. The company provides full restoration, overhaul and maintenance services for the main line train operating companies and the heritage railway industry. Preserved diesel locomotives are overhauled at Burton, and the company has a varied fleet of diesels stored on its premises for a variety of owners, which cannot necessarily be regarded as preserved.

BR diesel locomotives

D2324 *Judith*	Class 04 0-6-0DM	awaiting overhaul
08704	Class 08 0-6-0DE	in service
D5217	BR/Sulzer Type 2 Bo-Bo	awaiting overhaul
25265	BR/Sulzer Type 2 Bo-Bo	under overhaul
26004	BRCW/Sulzer Type 2 Bo-Bo	stored
26011	BRCW/Sulzer Bo-Bo	under overhaul
45112 *Royal Army Ordnance Corps*	Peak Type 4 1Co-Co1	in service

DENVER LIGHT RAILWAY, BLOXWICH.

Miniature locomotive builders

Count Louis	4-4-2	Bassett-Lowke	32	1923	serviceable

FLOUR MILLS WORKSHOPS, FOREST OF DEAN.

Main line steam locomotives

L150 (5521)	GWR 2-6-2T			1927	under overhaul
5538	GWR 2-6-2T			1928	under restoration
563	LSWR T3 4-4-0			1893	awaiting overhaul for Swanage
0229	GER 0-4-0ST			1876	under overhaul

Industrial steam locomotives

Willie	0-4-0WT	Kerr Stuart	3063	1918	in service
75133 *King Feisal of Iraq*	0-6-0ST	Hunslet	3183	1944	under restoration
Chevallier	2ft 6in-gauge 0-6-2T	M Wardle	1877	1915	overhauled
No. 3	0-4-0WT	Borrows	37	1898	under restoration
5485	Polish PKP 0-8-0T			1959	under overhaul

KING'S BROMLEY

Steam locomotive

Dorothy	2ft-gauge 0-4-0ST	Bagnall	1568	1899	under restoration

MANGOTSFIELD NORTH STATION

Industrial steam locomotive

12 *Alexandra*	0-4-0ST	Barclay	929	1902	

MORETON PARK RAILWAY, MORETON-ON-LUGG.

This is a private site within the Moreton-on-Lugg business park, but there are occasional organised visits.

BR diesel locomotives

03145	Class 03 0-6-0DM	in service
D2302	Class 04 0-6-0DM	in service
D2578 *Cider Queen*	Class 05 0-6-0DM	in service

TITLEY JUNCTION STATION, HEREFORDSHIRE.

Industrial steam locomotive

	0-4-0ST	Peckett	1738	1928	in service

BR diesel locomotive

03158	Class 03 0-6-0DM	in service

WISHAW, MOVERIGHT INTERNATIONAL (ANDREW GOODMAN), NR SUTTON COLDFIELD.

British main line steam locomotives

9642	GWR 0-6-0PT	1946 under overhaul

Industrial steam locomotive

Achilles	0-4-0ST	H Leslie	2918	1912	stored

BR diesel locomotive

47484	Brush Type 4 Co-Co	awaiting overhaul
Unknown		

British main line steam locomotive

3845	GWR 2-8-0	1942 under overhaul

Unknown

5751 *Prince William*	15in-gauge 4-6-2	Guest		1949	under overhaul

George England 0-4-0STT No. 4 *Palmerston* of 1864 departs from Dduallt on the Ffestiniog Railway as Double Fairlie 0-4-4-0T *Merddin Emrys* climbs the spiral loop, heading for Blaenau Ffestiniog. ANDREW BELL

Wales

PRESERVED RAILWAYS, MUSEUMS AND CENTRES – STANDARD GAUGE

Wales played a vital part in the history of railway preservation, with the narrow gauge Talyllyn Railway becoming the world's first passenger-carrying preserved steam railway when it reopened in 1951.

This was quickly followed by the even more ambitious revival of the Ffestiniog Railway in 1955, opening the floodgates for the revival of virtually every narrow gauge railway that had run in the principality.

BR retained its narrow gauge Vale of Rheidol line for many years as its only steam-worked branch before finally selling it in 1989. Even this was not the last Welsh narrow gauge line to be preserved because in 1997 the Ffestiniog Railway reopened the first section of the Welsh Highland Railway, which it had decided to rebuild in its entirety, completing the job in 2011. Standard gauge steam preservation in Wales should not be underestimated; without the 213 steam engines rescued from Barry scrapyard, many of Britain's preserved steam railways would never have existed.

Barclay 0-4-0ST No. 6 *Nora* on display at the Big Pit Museum, Blaenavon.

The Llangollen Railway is one of Britain's most popular and scenic heritage lines and was a late starter in preservation terms, but it now has an enviable record for both steam locomotive restoration and for building new ones.

GWILI RAILWAY, BRONWYDD ARMS, CARMARTHENSHIRE, SOUTH-WEST WALES.

A broad-gauge railway was opened in 1860 from Carmarthen to Conwil, which in 1872 became the last in Wales to be converted from Brunel's 7ft 0¼in gauge to standard gauge, after absorption of the ill-fated Carmarthen and Cardigan Railway by the GWR.

Declining passenger figures meant the Beeching 'Axe' was inevitable. The last passenger train ran along the truncated route in February 1965, but the track was left in place until the summer of 1975.

Robert Stephenson & Hawthorns 0-6-0ST No. 47 *Moorbarrow* at Llwyfan Cerrig on the occasion of the opening of the Gwili Railway's extension to Abergwili Junction in 2017. Also visible is Taff Vale Railway 0-6-2T No. 28. PHIL BUDD

BARRY TOURIST RAILWAY, VALE OF GLAMORGAN, SOUTH-EAST WALES.

This railway started life in Cardiff. It was evicted and moved to Barry, known as the Vale of Glamorgan Railway, which then changed to the Barry Island Railway, and is currently the Barry Tourist Railway.

The original Barry Railway was established in 1884, creating a dock in Barry and a railway linking the South Wales coalfields to the dock. By 1913, Barry had become the largest coal-exporting port in the world, with the Barry Railway becoming part of the GWR in 1923.

In 1979, 10 of the last steam engines left at Barry scrapyard were bought with the assistance of Glamorgan County Council and financed bv the National Heritage Memorial Fund. They moved to Bute Street, Cardiff, where a short tourist line was being established. However, the Cardiff Bay Development Corporation evicted the society from Bute Street, but it was offered a lease by the Vale of Glamorgan Council on Barry Island station, with financial aid from the Welsh Development Agency.

Bo-Bo electro-diesel No. 73118 heads a train of Gatwick Express coaches over the causeway to Barry Island on the Barry Tourist Railway.

In 1994, the Welsh Development Agency and the Vale of Glamorgan Council began a process of developing a new tourist railway in Barry, although little original Barry Railway infrastructure survived.

The line's route takes it past Barry Town main line station and alongside the main line over the causeway to Barry Island, effectively running round the site of the scrapyard.

The first train over the causeway ran on April 12, 2001. The line was operated by the Vale of Glamorgan Railway, which became the Barry Island Railway, but in December 2007, landowner the Vale of Glamorgan Council, decided not to renew its funding of the Barry Island Railway, and in November 2008, terminated the VoGR's lease in favour of a private operator, Cambrian Transport.

In late-2009, Cambrian Transport took over its operation, and today the Barry Tourist Railway is part of the Barry Rail Centre, which also includes engineering and training facilities.

The so-called 'Barry 10' collection of derelict engines, some of the last to be saved from Dai Woodham's famous scrapyard, were housed in the old diesel depot building next to the VoGR's terminus from 1996, but the collection was eventually dispersed, although two locomotives remain under restoration, and the line has seen occasional GWR visitors for special events.

Steam traction is now rare on the line, but a limited diesel-hauled service operates in summer.

British main line steam locomotives

6686	GWR 0-6-2T	1928	under restoration
5539	GWR 2-6-2T	1928	under restoration for Llangollen
92245	BR 9F 2-10-0	1958	in store

Industrial steam locomotive

Susan	4wVBT	Sentinel	9537	1947	in service

BR diesel locomotives

08503	Class 08 0-6-0DE	stored
20228	EE Type 1 Bo-Bo	under restoration
73118	Bo-Bo electro-diesel	in service
73133	Bo-Bo electro-diesel	in service

The Gwili Railway Company was formed in 1975 and bought from BR about eight miles of the former Carmarthen to Aberystwyth line, which ran from Abergwili Junction in the south, the point at which the GWR Aberystwyth line joined the LNWR line from Llandeilo, to a point just short of Llanpumpsaint to the north.

Only a mile of track was left in place, but within three years the railway was running trains north from Bronwydd Arms, making it the first standard gauge preserved railway in Wales.

There have been many attempts to establish steam tourist lines in south and west Wales, few of which have met with long-term success. The closure of the Caerphilly Railway Society in 1996 saw that centre's stock move to the Gwili, and the former Swansea Vale Railway closed in 2007, resulting in a merger of that society with the Gwili.

Restoring the line northwards has proven to be more difficult than initially anticipated because of a number of bridges in poor condition, but it was extended from Llwyfan Cerrig to Danycoed in 2001. Meanwhile though, tracklaying proceeded south from Bronwydd Arms into Abergwili Junction station.

With this southern extension opening in 2017, it has brought the line up to a total of around 4½ miles in length.

British main line steam locomotive

28	TVR 0-6-2T	1897	on display

Industrial steam locomotives

	0-6-0ST	Hunslet	3829	1955	awaiting overhaul
Mond Nickel No. 1	0-4-0ST	Peckett	1345	1914	awaiting overhaul
Olwen	0-4-0ST	RSH	7058	1942	under overhaul
71516 *Welsh Guardsman*	0-6-0ST	RSH	7170	1944	in service
Haulwen	0-6-0ST	Vulcan	5272	1945 (reb HE 3879)	awaiting overhaul
47 *Moorbarrow*	0-6-0ST	RSH	7849	1955	in service

BR diesel locomotive

D2178	Class 03 0-6-0DM	in service

GARW VALLEY RAILWAY, PONTYCYMER, SOUTH-WEST WALES.

The Bridgend Valleys Railway Company has the ambitious objective of restoring passenger services between Pontycymer and Brynmenyn within the next 10 years.

The Garw Valley Railway operates a short section of line which was once part of the Llynvi and Ogmore Railway, and built by the GWR. The project currently has a train shed at Pontycymer, and hopes to initially offer brakevan rides between Pontycymer and Pant-y-Gog, a distance of half a mile.

In 2008, the project received a boost through the relocation of the Vale of Glamorgan Railway Society, which had been ejected from the Barry Tourist Railway by owners the Vale of Glamorgan Council, in favour of new operators Cambrian Transport.

On August 20, 2017, the shed lines were reconnected to the running line, allowing one of the company's Planet industrial diesels to be driven into the platform, becoming the first locomotive at Pontycymer station for 25 years.

The company aims to relay a mile of track south to Braich-y-Cymmer, but beyond this, it will require two bridge replacement projects to be completed, before the line can reach Bryngarw Country Park, which will be the southernmost limit of operations in the medium term. In the long term, it is hoped to extend as far south as Tondu.

Industrial steam locomotives

Pamela	0-6-0ST	Hunslet	3840	1956	under overhaul
	0-4-0ST	RSH	7705	1952	under overhaul

GWR 0-6-0PT No. 6430 works an auto train near Garthydwr on the Llangollen Railway.

British main line steam locomotives

6430	GWR 0-6-0PT	1937	in service
7754	GWR 0-6-0PT	1930	under overhaul
5532	GWR 2-6-2T	1928	under restoration
4160	GWR 2-6-2T	1948	under overhaul for WSR
5199	GWR 2-6-2T	1934	in service, loan to ELR
2861	GWR 2-8-0		dismantled for 4709 project
3802	GWR 2-8-0	1938	in service
3814	GWR 2885 2-8-0	1940	under restoration
5952 *Cogan Hall*	GWR 4-6-0	1935	stored
7927 *Willington Hall*	GWR 4-6-0		dismantled, parts used in 1014 and 6880 projects
7298	LMS 3F 0-6-0T	1924	under overhaul
45337	LMS 5MT 4-6-0	1937	in service
246 *Morayshire*	LNER D49 4-4-0	1928	under overhaul for Bo'ness
80072	BR 4MT 2-6-4T	1953	in service
6880 *Betton Grange*	GWR 4-6-0		under construction
4709	GWR 2-8-0		under construction
5551 *The Unknown Warrior*	LMS Patriot 4-6-0		under construction
61673 *Spirit of Sandringham*	LNER B17 4-6-0		under construction

Industrial steam locomotives

No. 20 *Jennifer*	0-6-0T	H Clarke	1731	1942	loan to Wensleydale
Thomas	0-6-0T reb from 0-6-0ST	Hunslet	1873	1937	in service
Austin No. 1	0-6-0ST	Kitson	5459	1932	awaiting overhaul
Desmond	0-4-0ST	Avonside	1498	1906	overhaul for LMMR
No. 17	0-6-0T	Barclay	1338	1913	under restoration

BR diesel locomotives

D2162	Class 03 0-6-0DM	in service
08195	Class 08 0-6-0DE	in service
D5310	BRCW/Sulzer Type 2 Bo-Bo	in service
37240	EE Type 3 Co-Co	in service
1566 *Orion*	Brush Type 4 Co-Co	in service

LLANGOLLEN RAILWAY, DENBIGHSHIRE, NORTH WALES.

The Llangollen Railway was started in 1975 by a group of enthusiasts who saw the potential for a scenic heritage line along the route of the Ruabon to Barmouth main line through the Dee Valley, although the track, signalling and much of the infrastructure was removed or demolished quickly after the line had closed to passenger traffic in 1965 and to goods in 1968.

Fortunately, Llangollen, Berwyn and Carrog station buildings survived and progress in rebuilding the railway has been spectacular. Ten miles of track have now been relaid westwards from Llangollen through to Corwen. Berwyn was reached in 1985, Deeside Halt in 1990, Glyndyfrdwy in 1993, and Carrog in 1996. Demolished infrastructure, such as the signalboxes at Llangollen Goods Junction, Deeside Halt, Glyndyfrdwy and Carrog were rebuilt from the ground up. The railway can be exceptionally busy at gala weekends.

On Wednesday, October 22, 2014, the first passenger train pulled into Corwen East along the extended 2½ miles of line from Carrog.

As in the case of many late starters in the business, the choice of engines to operate the line was restricted to Barry scrapyard wrecks, but the railway gained a good reputation for the standard of restoration.

Its engineering facilities at Llangollen are now among the best in Britain and are a focus of new-build projects, one of which, No. 6880 *Betton Grange*, is well on the way to completion.

GWR 2-6-2T No. 5532 under overhaul in the workshops at Llangollen alongside new-build locomotives LMS Patriot 4-6-0 No. 45551 *The Unknown Warrior* and GWR No. 6880 *Betton Grange*. In the foreground are the frames for LNER B17 4-6-0 No. 61673 *Spirit of Sandringham*. QUENTIN MCGUINNESS

KIDWELLY INDUSTRIAL MUSEUM, CARMARTHENSHIRE, SOUTH-WEST WALES.

The museum houses the second oldest recorded tinplate works in the UK, dedicated to the interpretation of the tinplate industry. The Kidwelly and Llanelli area was once the home to nearly half the world's tinplate production. The two saddletanks have never been properly restored, but get a coat of paint occasionally.

The museum is normally open from Friday to Sunday.

Industrial steam locomotives

Leaf	0-4-0ST	Barclay	1081	1909	on display
Winston's Chariot	0-6-0ST	Peckett	2114	1951	on displays

Sentinel 0-4-0 diesel-hydraulic No. 10222 *Peter J Griffiths* at the Llanelli & Mynydd Mawr Railway's first open day on September 3, 2017. LMMR

LLANELLI & MYNYDD MAWR RAILWAY, CYNHEIDRE COLLIERY, CARMARTHENSHIRE, SOUTH-WEST WALES.

The railway is a heritage-era successor to what is claimed to be Britain's first public railway, the 4ft-gauge Carmarthenshire Railway. The first section of line was opened for traffic from the ironworks at Cwmddyche to the water's edge at Llanelly in May 1803, beating the Surrey Iron Railway by two months. The railway held its first Christmas event at its site on Sunday, December 10, 2017.

Train rides ran every 15 minutes over a recent running line extension with a Rolls-Royce diesel shunter, and the event proved extremely popular with 200 visitors during the day.

Industrial steam locomotive

Desmond	0-4-0ST	Avonside	1498	1906	overhaul at Llangollen

PENRHYN CASTLE RAILWAY MUSEUM, BANGOR, GWYNEDD, NORTH WALES.

In the 19th century, Penrhyn Castle was the home of the Pennant family, which owned the Penrhyn slate quarry at Bethesda.

The quarry was closely associated with the development of industrial narrow gauge railways, and in particular the Penrhyn Quarry Railway, one of the earliest industrial railways in the world.

The railway ran close to Penrhyn Castle, and when the castle was bequeathed to the National Trust in 1951, a small museum of industrial railway relics was created in the stable block. The first locomotive donated to the museum was *Charles*, one of the three remaining steam locomotives working on the Penrhyn Quarry Railway.

Over the years a number of other historically significant British narrow gauge and industrial steam locomotives have been added to the collection.

Padarn Railway 4ft-gauge 0-4-0 *Fire Queen*, built by A Horlock in 1848, on display at Penrhyn Castle Museum. ROBIN JONES

Industrial steam locomotives

Standard gauge					
Hawarden	0-4-0ST	H Clarke	526	1899	on display
Vesta	0-6-0T	H Clarke	1223	1916	on display
No. 1	0-4-0WT	Neilson	1561	1870	on display
Haydock	0-6-0T	RS	2309	1876	on display
Narrow gauge					
Fire Queen Padarn Railway	4ft-gauge 0-4-0	A Horlock		1848	on display
Kettering Furnaces No. 3	3ft-gauge 0-4-0ST	B Hawthorn	859	1885	on display
(*Watkin*)	3ft-gauge 0-4-0VBT	De Winton		1893	on display
Hugh Napier	2ft-gauge 0-4-0ST	Hunslet	855	190	in service at Ffestiniog
Charles	1ft 10¾in-gauge 0-4-0ST	Hunslet	283	1882	on display

PONTYPOOL & BLAENAVON RAILWAY, BLAENAVON, TORFAEN, SOUTH-EAST WALES.

North of its main station – Furnace Sidings – this line is the steepest standard gauge preserved passenger-carrying line in Britain, and its northern terminus – Whistle Inn Halt – is the highest standard gauge station in England and Wales.

The line from Brynmawr on the LNWR Heads of the Valleys route from Abergavenny to Blaenavon was opened in 1869 by the Brynmawr & Blaenavon Railway and leased to the LNWR.

It later joined the GWR, giving a route to Newport, which was operated jointly by the GWR and LNWR.

The line closed to passengers as early as 1941, although the section from Blaenavon to Pontypool saw coal traffic from 'Big Pit' until 1980.

RSH Austerity 0-6-0ST No. 71515 (7169 of 1945) shunts at Furnace Sidings on the Pontypool & Blaenavon Railway.

The Pontypool & Blaenavon Railway was started in 1980, and began running trains in 1983. In May 2010, the railway opened a 1½-mile extension from Furnace Sidings to Blaenavon High Level, followed in September 2011 with the opening of a further extension to Big Pit Halt, giving a complicated track layout.

Motive power is mainly industrial, but there has been a remarkable variety of visiting main line steam engines.

British main line steam locomotive

9629	GWR 0-6-0PT			1946	under restoration

Industrial steam locomotives

Sir John	0-6-0ST	Avonside	1680	1914	awaiting overhaul
Forester	0-4-0ST	Barclay	1260	191	overhaul at WSR
Rosyth No. 1	0-4-0ST	Barclay	1385	1914	in service
Harry	0-4-0ST	Barclay	1823	1924	awaiting overhaul
Tom Parry	0-4-0ST	Barclay	2015	1935	awaiting overhaul
Llantarnam Abbey	0-6-0ST	Barclay	2074	1939	under restoration
Victory	0-4-0ST	Barclay	2201	1045	awaiting overhaul
71515	0-6-0ST	RSH	7169	1945	in service
Swansea Vale No. 1	4wVBT	Sentinel	9622	1958	awaiting overhaul

BR diesel locomotives

03141	Class 03 0-6-0DM	stored
D5627 *Steve Orgam GM*	Brush Type 2 A1A-A1A	in service
D6916	EE Type 3 Co-Co	under restoration

Gwendraeth Valley Railway Fox Walker 0-6-0ST No. 1378 *Margaret* at Scolton Manor Museum. ALAN MOTT

BIG PIT MUSEUM, BLAENAVON.

Industrial steam locomotives

No. 6 *Nora*	0-4-0ST	Barclay	1680	1920	on display
P D No. 10	0-6-0ST	H Clarke	544	1900	on display

Sites with one locomotive on display

CEFN COED COLLIERY MUSEUM, CRYNANT, NR NEATH, SOUTH-WEST WALES.

Industrial steam locomotive

71170	0-6-0ST	Bagnall	2758	1944	on display

SCOLTON MANOR, NR HAVERFORDWEST, PEMBROKESHIRE, SOUTH-WEST WALES.

British main line steam locomotive

1378 *Margaret*	Gwendraeth Valley 0-6-0ST	Fox Walker	410	1878	on display

BALA LAKE RAILWAY, GWYNEDD, NORTH WALES. 2ft.

The Bala Lake Railway is one of several new-build narrow gauge lines in Wales, this one running for 4½ miles along the southern shore of Bala Lake on a section of the former standard-gauge GWR Ruabon to Barmouth GWR route that closed in 1965.

Another section of the same route is used by the Llangollen Railway.

Passenger services through Bala Junction ceased on January 18, 1965 following the closure of the line from Llangollen to Barmouth.

By 1969, the track had been lifted, but reuse of the line as a narrow gauge railway began when local engineer George Barnes saw the potential of the lakeside section for both local and tourist traffic.

The Bala Lake Railway opened on August 13, 1972.

In its first season, it operated a small industrial diesel engine with two open carriages on 1½ miles of track between Llanuwchllyn and Pentrepiod.

The following year the line reached

Steam locomotives

No. 1 *George B*	0-4-0ST	Hunslet	680	1898	in service
No. 3 *Holy War*	0-4-0ST	Hunslet	779	190	in service
Alice	0-4-0ST	Hunslet	780	1902	in service
Maid Marian	0-4-0ST	Hunslet	822	1903	in service
Winifred	0-4-0ST	Hunslet	364	1885	in service
Diana	0-4-0T	Kerr Stuart	1158	1917	in service at Amerton

Quarry Hunslet 0-4-0STs No. 1 *George B*, No. 3 *Holy War* and *Alice* at Llanuwchllyn on the Bala Lake Railway. LIONEL PRICE

Bala (Llyn Tegid), now known as Bala (Penybont). The railway now has the largest collection of historic narrow gauge quarry locomotives built specifically for the slate industry in North Wales by the Hunslet Engine Company in Leeds.

In 2010, the company revived plans to complete the final three-quarters of a mile of the railway to Bala town centre.

In March 2017, the Bala Lake Railway Trust announced it had acquired the land needed for the new railway's new terminus in the town.

Baldwin Pacific No. 2 heads towards Torpantau with one of the first trains on the Brecon Mountain Railway's extension in 2014. JULIET EDEN

BRECON MOUNTAIN RAILWAY, PANT, NR MERTHYRTYDFIL, SOUTH-EAST WALES. 2ft.

While North Wales saw a blossoming of new or reopened narrow gauge railways, only one was opened in South Wales.

The Brecon Mountain Railway, on the south side of the Brecon Beacons, climbs northwards from Pant along the full length of the Pontsticill Reservoir and continues past the adjoining Pentwyn reservoir to Torpantau.

The railway's starting point at Pant is located two miles north of the town centre of Merthyr Tydfil.

The line runs along part of the trackbed of the northern section of the former standard gauge Brecon and Merthyr Railway from Pant to a new station at Torpantau via Pontsticill and Dolygaer loop, a total of about 4½ miles.

This takes the BMR just short of the southern entrance to the 667-yd long Torpantau tunnel, the highest railway tunnel in Great Britain, which carried the original line on to Brecon or to Moat Lane or Hereford via junctions at Talyllyn and Three Cocks.

Construction of the BMR started in 1978, with the grant of a Light Railway Order in 1980. Track was laid between Pant and Pontsticill in 1979/80. The railway opened to passengers in June 1980 using the engine *Sybil* and one carriage.

A 1½-mile extension from Pontsticill to Dol-y-Gaer opened in 1995. The railway was further extended to Torpantau, with passenger services starting on April 1, 2014.

By 2016, the original waiting room building at Pontsticill, which had served as a workshop for a period, was converted to a steam museum housing various stationary steam engines and three of the smaller locomotives.

Steam locomotives

	2-6-0	Baldwin	15511	1897	under overhaul
2	4-6-2	Baldwin	61269	1930	in service
Pendyffryn	0-4-0VBT	DeWinton		1894	on display
Sybil	0-4-0ST	Hunslet	827	1903	on display
Graf Schwerin-Lowitz	0-6-2WT	Jung	1261	1908	in service
	0-4-0VBT	Redstone		1905	on display

CONWY VALLEY RAILWAY MUSEUM, BETWS-Y-COED. 7¼in GAUGE.

This museum was established by Alan Pratt in the early-1970s on the site of the railway goods yard, opposite the station. It started with a former standard gauge railway carriage, which today acts as a licensed buffet and restaurant car. The museum contains various railway items, including a 15in-gauge, quarter-scale replica of a BR Standard Britannia Pacific. Other attractions include a mile-long, 7¼in-gauge miniature steam railway and a one-third, full-size electric tramcar, which runs for half a mile, the only electric railway in Wales.

Newly-built in the railway's workshops, single Fairlie 2-4-4T *Geirionydd* is seen in service at the Conwy Valley Railway Museum. MARTIN EVANS

Steam locomotives

Douglas	2-4-0T	P Frank	2004	
Geirionydd	2-4-4T single	Fairlie William Hughes / CVRM	2017	in service
Elsi	2-4-4T single	Fairlie William Hughes / CVRM		under construction

CORRIS RAILWAY, MAESPOETH, GWYNEDD, NORTH WALES. 2ft 3in.

The Corris Railway was close to the Talyllyn Railway and built to the same gauge of 2ft 3in, rare in Britain.

While the Talyllyn became Britain's first preserved steam railway in 1951, the Corris had closed in 1948, and a preservation society was not formed until many years later in 1966.

The line originally opened in 1859, running from Derwenlas, south-east of Machynlleth, north to Corris, and on to Aberllefenni. It primarily carried slate traffic.

It took until the 1870s for work to begin to upgrade the Corris Railway to a standard where locomotives could be used. In 1880 and 1883, two new Acts were obtained which permitted the carriage of passengers.

The railway developed a network of horse-hauled road services, including providing a link between Corris station and Abergynolwyn station on the Talyllyn Railway. This was promoted as part of a circular 'Grand Tour', which took in the two narrow gauge railways and the Cambrian service between Tywyn and Machynlleth.

Newly built 0-4-2T No. 7 heads the reopening train on the Corris Railway in 2005.

In 1981, the line's original locomotive shed at Maespoeth was acquired and became the railway's operational base. The formal first train back to Corris ran in 1985.

Many more years later, a short section of line between Corris and Maespoeth was reopened to passengers in 2002. A new steam locomotive was built for the railway, which was delivered in 2005.

The two surviving locomotives, plus some of the original rolling stock, which were preserved on the nearby Talyllyn Railway, have both visited the Corris from the Talyllyn since its reopening.

Steam locomotive

No. 7	0-4-2ST	Winson 17	2005 (replica of CR No. 7)	in service

LLANBERIS LAKE RAILWAY, GWYNEDD, NORTH WALES. 2ft.

The Llanberis Lake Railway runs along part of the trackbed of the Padarn Railway, a 4ft-gauge line which connected the quarry with Port Dinorwic on the Menai Strait. The Padarn Railway closed in October 1961 and was lifted between 1962 and 1963.

The line runs for 2½ miles from Llanberis along the northern shore of Llyn Padarn in the Snowdonia National Park, to Pen Llyn in the Padarn Country Park.

In July 1966, A Lowry Porter of Southend-on-Sea proposed a short railway running from the quarry company's workshops at Gilfach Ddu, near Llanberis, to Penllyn, along the eastern-most three miles of Padarn Railway trackbed.

Negotiations were progressing with the company, when in July 1969 the quarry closed at short notice. The quarry's workshops at Gilfach Ddu were bought by Gwynedd County Council with the intention of creating a country park. The quarry's land and equipment were put up for auction, and Lowry Porter's fledgling railway company bought three steam locomotives and one diesel locomotive for use on the planned lake railway. In June 1970, the county council bought the trackbed of the Padarn Railway and agreed to allow its use for the new railway.

The railway officially opened on May 28, 1971, but because of the need to redesign the carriage stock, the first public trains did not run until July 19.

By the end of the first season, more than 30,000 passengers had been carried.

In June 2003 the railway was extended to the town of Llanberis, with a new station close to the start of the Snowdon Mountain Railway.

The original terminus at Gilfach Ddu is now a through station serving both the National Slate Museum and the nearby Dolbadarn Castle.

Quarry Hunslet 0-4-0ST No. 1 *Elidir* (493 of 1889) at Gilfach Ddu on the Llanberis Lake Railway. In the background the Vyvyan incline, which once carried slate down from the quarries, is in operation.

Steam locomotives

No. 1 *Elidir*	0-4-0ST	Hunslet	493	1889	in service
No. 2 *Thomas Bach*	0-4-0ST	Hunslet	849	1904	in service
No. 3 *Dolbadarn*	0-4-0ST	Hunslet	1430	1922	in service

Past and present on the Fairbourne Railway: 12¼in-gauge 2-6-4T *Russell*, 0-4-0STT *Sherpa* and 2-6-2T *Yeo* are joined by former Fairbourne stalwart, 15in-gauge 2-4-2 *Katie* in May 2013. FR

FAIRBOURNE RAILWAY, GWYNEDD, NORTH WALES. 12¼in.

The Fairbourne Railway has provided a service between Fairbourne village and Penrhyn Point since its opening in 1895 as a 2ft-gauge horse-drawn construction tramway.

It runs for two miles from the village of Fairbourne, alongside the beach to the end of a peninsula at Barmouth Ferry station, where there is a connection with the Barmouth Ferry across the Mawddach estuary to the seaside resort of Barmouth.

It was converted in 1916 to 15in gauge, and again to its present gauge in 1986. Although originally built to carry building materials, the railway has carried holidaymakers for more than 100 years. At its peak in the 1970s it was carrying in excess of 70,000 passengers a year.

The line was converted to a 15in-gauge steam railway in 1916 by Wenman Joseph Bassett-Lowke of Narrow Gauge Railways Ltd. The railway played an important part in the development of 15in-gauge railways in the UK. Services were operated by Bassett-Lowke Class 10 locomotive *Prince Edward of Wales*, designed by Henry Greenly, and passengers were conveyed in four open top carriages.

The railway had mixed fortunes during the inter-war years and went through a series of changes in ownership.

The line closed in 1940 after operating its final year with *Whippit Quick*, a Lister 'Railtruck' petrol locomotive, as the steam locomotive *Count Louis* was out of service.

The railway was rescued by a consortium of businessmen from the Midlands in 1946, and after rebuilding was reopened by 1947. The line's owner funded the redevelopment of the railway and the purchase of new steam locomotives.

The line's heyday was in the 1960s and early-1970s, but the advent of mass foreign holidays meant there was a steady decline in passenger numbers during the 1970s and 1980s.

The line was sold again in 1984 to the Ellerton family and underwent dramatic changes to the infrastructure, which included construction of a new station at Fairbourne and the regauging to 12¼in in 1986.

Four new steam locomotives were introduced and most of the 15in-gauge locomotives left the site. Two of the new locomotives had run on the Réseau Guerlédan Chemin de Fer Touristique in Brittany in 1978.

All four steam locomotives are half-sized replicas of well-known narrow gauge engines. Most of the 15in-gauge locomotives are still intact and have found homes on lines around the world.

In 1990, the railway built its first steam locomotive – No. 24 – a replica of a locomotive from the Sandy River & Rangeley Lakes Railroad in Maine.

The locomotive has since left the line and now operates on the Cleethorpes Coast Light Railway in Lincolnshire.

The railway was again put up for sale in 1990.

Professor Tony Atkinson and Dr Roger Melton bought the line in April 1995, but in 2008 ownership of the railway was transferred to a charity, the North Wales Coast Light Railway Limited.

Professor Atkinson subsidised the railway's operation, but this was withdrawn after he died in June 2011. Fortunately, the railway has been able to continue in operation.

Steam locomotives

Sherpa	0-4-0ST	Milner Eng	1978	in service
Yeo	2-6-2T	Curwen	1978	in service
Beddgelert	0-6-4ST	Curwen	1980	on display
Russell	2-6-4T	Milner Eng	1985	in service

FFESTINIOG RAILWAY, PORTHMADOG, GWYNEDD, NORTH WALES. 2ft.

The Festiniog Railway Company is the oldest surviving railway company in the world. The Ffestiniog Railway (FR) was one of the first narrow gauge railways in Britain and the second to be reopened as a preserved railway.

It is 13½ miles long and runs from the harbour at Porthmadog to the slate mining town of Blaenau Ffestiniog, travelling through spectacular mountain scenery.

The line was constructed between 1833 and 1836, and like most Welsh narrow gauge railways was built to transport slate from the quarries around Blaenau Ffestiniog to the coastal town of Porthmadog, where it was loaded onto ships.

At first, the loaded wagons could be run by gravity downhill all the way from Blaenau Ffestiniog to the port. The empty wagons were hauled back up by horses.

During the late-1850s, the company decided to buy steam locomotives, and four 0-4-0Ts were ordered from George England and Co of New Cross in London.

The first of these was delivered in July 1863. These 0-4-0s allowed much longer slate trains to be run and also enabled the official introduction of passenger trains in 1865: the Ffestiniog was the first narrow-gauge railway in Britain to carry passengers.

In 1869, the line's first Double Fairlie articulated locomotive was introduced, and these double-ended machines have since become one of the most widely recognised features of the railway. Not only do several of the original England 0-4-0s still exist in working order, but so do the Double Fairlies, although there has been much rebuilding and renaming over the years, with further Double Fairlies being built in recent times.

The loaded slate trains continued to operate downhill by gravity until the end of passenger services in 1939. Some of the original passenger coaches also survive.

In 1872, the FR introduced the first bogie carriages to operate in Britain – Nos. 15 and 16 – which were also the first iron-framed bogie coaches in the world, and are still in service.

By the 1920s, the demand for slate as a roofing material dropped owing to the advent of newer materials and to the loss of the overseas trade during the First World War. As a result, the railway suffered a gradual decline in traffic.

In 1921, the Aluminium Corporation at Dolgarrog bought a controlling interest in the FR and Henry Jack became chairman. Jack was also chairman of the new Welsh Highland Railway (WHR) and he obtained Government backing for its completion on the understanding the FR and the WHR would be jointly managed from Porthmadog.

In 1923, the FR line was joined to the WHR line at a station called Portmadoc New. Unlike other Welsh narrow gauge lines, the Welsh Highland line from Caernarvon was almost totally dependent on tourism, but this proved slow to develop.

When the WHR was taken into receivership in 1927, Colonel Stephens, of light railway fame, was appointed as receiver. The WHR went bankrupt in 1933. Although it was leased by the FR, it closed to passengers at the end of the 1936 season.

The FR continued to operate its slate traffic and a summer tourist passenger service, but ordinary passenger services ceased shortly after the outbreak of the Second World War.

Slate traffic ended on August 1, 1946, apart from a short section in Blaenau Ffestiniog, which effectively kept the railway in business. The main line soon became overgrown and unusable.

From 1949, various groups of railway enthusiasts attempted to revitalise

Steam locomotives

No. 1 *Princess*	0-4-0STT	G England		1863	on display
No. 2 *Prince*	0-4-0STT	G England		1863	in service
No. 4 *Palmerston*	0-4-0STT	G England		1864	in service
No. 5 *Welsh Pony*	0-4-0STT	G England		1867	under overhaul
No. 10 *Merddin Emrys*	0-4-4-0T	FR		1879 reb 1988	in service
Livingston Thompson	0-4-4-0T	FR		1885	on display NRM York
Earl of Merioneth	0-4-4-0T	FR		1979	in service?
David Lloyd George	0-4-4-0T	FR		1992	in service
Taliesin	0-4-4T	FR		1999	in service
Velinheli	0-4-0ST	Hunslet	409	1886	overhaul for Launceston
Blanche	2-4-0STT	Hunslet	589	1893	in service
Linda	2-4-0STT	Hunslet	590	1893	in service
Lilla	0-4-0ST	Hunslet	554	1891	in service
No. 1 *Britomart*	0-4-0ST	Hunslet	707	1899	in service
Hugh Napier	0-4-0ST	Hunslet	855	1904	in service, loan from Penrhyn
No. 303	4-6-0T	Hunslet	1215	1916	in service, privately-owned
Mountaineer	2-6-2T	Alco	57156	1916	under overhaul
No. 759 *Lyd*	2-6-2T	FR		2010	in service
James Spooner	0-4-4-0T	FR			under construction
Leary	0-4-0VBT	Foulds		2010	in service at Richmond LR
Dahuichang No. 4	0-8-0	China Rail, Harbin		1988	under overhaul

LEFT: The oldest working locomotive on the Ffestiniog Railway – George England 0-4-0STT No. 2 *Prince* of 1863 – waits to leave the railway's terminus at Porthmadog.

the railway. In 1951, at the time the Talyllyn Railway Preservation Society was successful in reopening its line, railway enthusiast Alan Pegler was approached by friends to buy and clear the outstanding debt on the derelict Ffestiniog Railway, to enable its purchase.

Pegler and the volunteers eventually obtained control of the company on June 24, 1954, and he was appointed the new company's first chairman, with the objective to gradually restore the line to working order and operate the railway as a tourist attraction.

Pegler later released control to the Ffestiniog Railway Trust, which still owns and runs the railway today.

Volunteers started rebuilding the railway and its stock. It was a huge project. The work began on September 20, 1954 when Morris Jones, the foreman fitter who had last worked for the railway in March 1947, rejoined the staff to complete the rebuilding of England 0-4-0ST *Prince*, which he had been working on when the works closed.

He was joined at Boston Lodge works by two volunteers, Bill Harvey and Allan Garraway, the latter being appointed as manager on June 1, 1955.

The first public passenger train from Porthmadog to Boston Lodge ran on July 23, 1955. *Prince* returned to service on August 3, 1955 and, following extensive boiler repairs, *Taliesin*, then the latest of the Double Fairlies, returned to service on September 4, 1956. The passenger service was gradually extended, reaching Tan-y-Bwlch on April 5, 1958.

It was another 10 years though before the extension to Dduallt was opened on April 6, 1968, beyond which there was a problem.

The Central Electricity Generating Board had built a hydro-electric power station. It included the creation of Tanygrisiau reservoir, which flooded part of the northern end of the line.

The Festiniog Railway Company was able to obtain compensation in 1972, after the second-longest battle in British legal history. Between 1965 and 1978, a 2½-mile diversionary route was constructed between Dduallt and Tanygrisiau, mostly by volunteers. At the southern end is the spectacular Dduallt spiral loop, unique on a public railway in the United Kingdom, to clear the flooded trackbed north of the former Moelwyn tunnel. The new 310-yard tunnel was constructed between 1975 and 1977 by three Cornish tin mining engineers with a small team of employees. It had to be blasted through a granite spur of the Moelwyn mountain.

Civil engineering contractors were employed in conjunction with BR and Gwynedd County Council for the new route into Blaenau Ffestiniog and a new joint station on the former GWR station site. BR started using the new station on March 22, 1982.

Ffestiniog trains returned to Blaenau on Tuesday, May 25, marking the 150th Anniversary of Royal Assent to the Festiniog Railway Act of 1832

The fully reopened railway was carrying 200,000 passengers annually and became the second largest Welsh tourist attraction after Caernarfon Castle. Alan Pegler was awarded an OBE in the 2006 New Year Honours list in recognition of his contribution, and remained fully involved with the railway as president until his death in 2012.

Meanwhile, the WHR (1964) Company had been attempting to preserve the Welsh Highland Railway.

In 1988, the Festiniog Railway Company drew up a plan to prevent this as it could have a serious effect on its own business.

However, in a change of policy, the FR company committed itself to the reopening of the Welsh Highland Railway and was able in time and with difficulty to acquire shares/debentures in the old company.

The Welsh Highland Railway was completed in 2011, with the two railways jointly marketed as the Ffestiniog and Welsh Highland Railway, having a continuous 40-mile route from Carernarvon to Blaenau Ffestiniog.

RHIW VALLEY LIGHT RAILWAY, BERRIEW, POWYS, WALES. 1ft 3in.

This railway was constructed in 1970 in an 'out-and-back' return loop of 1,383 yards.

It was privately built and operated, and its original owner is now deceased.

The railway is owned by his widow, who initially opened the line to the public just one day a year, but is now open once a month in summer.

There are two resident steam locomotives and an assortment of wooden passenger carriages and wagons.

Steam locomotives

Powys	0-6-2T	Severn Lamb	1973	in service
Jack	0-4-0	TMA Engineering / Woodroffe	2003	in service

A reunion of five Barnes Atlantics on the Rhyl Miniature Railway in May 2008. No. 103 *John* and No. 101 *Joan* depart, while Nos. 105, 104 and 106 are on display. FRED KERR

RHYL MINIATURE RAILWAY, DENBIGHSHIRE, NORTH WALES. 1ft 3in.

The Rhyl Miniature Railway was the last to be built by Miniature Railways of Great Britain Ltd, which had been founded in 1904, with W J Bassett-Lowke as managing director, and Henry Greenly as engineer.

Greenly first surveyed the Marine Lake at Rhyl in December 1910, and quickly pronounced it as ideal for a miniature railway around the lake. The railway opened the following year

To operate the railway a standard Bassett-Lowke 'Little Giant' Greenly-designed 4-4-2 was provided, named *Prince Edward of Wales*.

The line was quickly sold to Rhyl Amusements Ltd, owned by Mr Butler, which already operated the other attractions at the Marine Lake. The company had a manager named Albert Barnes. Although a second 'Little Giant' was bought second-hand, the two engines struggled as traffic grew.

Bassett-Lowke had already produced larger versions of the 'Little Giant', but Greenly designed the more powerful 'Albion' class for Rhyl, and six were built by Albert Barnes & Co at its Albion Works in Rhyl.

The two original engines were disposed of, as were two of the Barnes engines, but their names *Michael* and *Billy* were transferred to two of the others so they were all named after Mr Butler's children.

After many years of successful operation, it all came to an end in 1969. Rhyl Amusements was by then a subsidiary of Trust House Forte Leisure Ltd, whereas the Marine Lake itself belongs to the Borough Council.

Trust House would not invest further in the Marine Lake site without a long lease being granted, which the council refused. As a result, Trust House decided to concentrate all of its resources at Ocean Beach, the other amusement park, and handed back the Marine Lake to the council in 1970, completely bare.

Proposals that the railway should be restored were made in 1977, the council approved and tracklaying began. To haul the trains, *Michael* was bought from Rhyl Amusements and a steam-outline diesel was obtained. *Michael* returned to Rhyl on July 1, 1978, and trains started running immediately.

There were changes of operator, and some ups and downs, but the railway is back in business. In 2001, operation was taken over by the Rhyl Steam Preservation Trust, and the core railway collection is now in its ownership.

Of the engines, only *Billy* remained at Rhyl, but was bought by the council when it was put up for auction. Others were sold or loaned to different lines, including Belle Vue, Manchester and Dudley Zoo, and became well-travelled until the opportunity came for them to be returned to Rhyl.

Since 2001 a 4-4-0 Cagney steam locomotive was acquired and in 2014 history turned full circle with the further acquisition of the railway's original locomotive *Prince Edward of Wales*, which has been rebuilt.

The second engine – *George the Fifth* – is in the USA. No. 103 *John* was on the Evesham Vale Railway, but has been sold and No. 104, the original *Billy*, is advertised for sale in Kent.

Steam locomotives

Joan	4-4-2	Barnes	101	1920	in service
Railway Queen	4-4-2	Barnes	102	1921	in service
Michael	4-4-2	Barnes	105	1928	in service
Billy	4-4-2	Barnes	106	1934	on display
King George	4-4-2	Bassett-Lowke		1916	in service
44	4-4-0	Cagney		1910	in service

SNOWDON MOUNTAIN RAILWAY, GWYNEDD, NORTH WALES. 800mm.

The Snowdon Mountain Railway (SMR) is the only public rack-and-pinion railway in the UK. It runs for 4.7 miles from Llanberis to the summit of Snowdon, the highest peak in Wales.

The SMR is a popular tourist attraction, carrying more than 130,000 passengers annually. The line is owned and operated by Heritage Great Britain, operators of several other tourist attractions in the UK.

The idea of a railway to the summit of Snowdon was first proposed in 1869. For two decades nothing happened, but the railway was finally constructed between December 1894 and February 1896, at a total cost of £63,800.

All tracklaying had to start from one end of the line, to ensure the rack was correctly aligned, so although the first locomotives were delivered in July 1895 very little track was laid until August.

Progress up the mountain was then quite rapid and the first train reached the summit in January 1896. The opening was set for Easter.

The line is built to 800mm-gauge, in common with several other rack railways in Switzerland, and uses the Abt rack system devised by Roman Abt, a Swiss locomotive engineer.

The system comprises a length of toothed rail (the rack) between the running rails which meshes with a toothed wheel (the pinion) mounted on each rail vehicle's driving axle. The entire railway is fitted with the rack rail.

When the railway was being planned, only the Swiss had significant experience in building rack locomotives, so it was they who won the contract to build the engines for the line.

In comparison with some Swiss railways the line is not very steep, and this is reflected in the design of the engines, which are all classified 0-4-2T. The boilers of the locomotives are set at an angle of 9° to keep the water level over the tubes when the locomotive is ascending the mountain.

Nos. 1-5 were built specially for the line in 1895 and 1896 and were manufactured by the Swiss Locomotive and Machine Works of Winterthur.

Nos. 1-3 were delivered before the line was open and used on construction work. Single-carriage trains are pushed up the mountain by either steam or diesel locomotives. The railway runs only from mid-March to November, but operates in some of the harshest weather conditions in Britain.

The company has owned a total of eight steam locomotives – five diesel locomotives and three diesel railcars.

Diesel locomotives are now used on the normal trains, with the steam locomotives being used on higher-priced heritage steam trains. The use of diesel

SLM 0-4-2T No. 2 *Enid* on the Snowdon Mountain Railway. SMR

locomotives allows more trains to be run with the same number of carriages. As there is no need for servicing and watering, this allows the operating season to be extended considerably.

It was the mid-1980s before any effort was made to obtain a diesel locomotive that could work trains up the line. Between 1986 and 1992, four diesel locomotives were bought from the Hunslet Engine Company of Leeds, to a design and specification jointly developed with the railway.

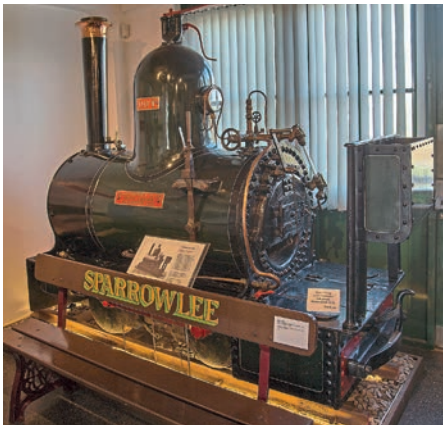
In 2006 the Snowdon summit cafe was demolished and construction of a new visitor centre was started. The new building, Hafod Eryri, was officially opened by First Minister Rhodri Morgan on June 12, 2009.

Trains depart from Llanberis station at regular intervals, up to every 30 minutes at busy times, although trains only run if a minimum number of tickets have been sold.

During the summer when the weather is favourable, most trains are sold out.

Steam locomotives

2 *Enid*	0-4-2T	SLM	924	1895	in service
3 *Wyddfa*	0-4-2T	SLM	925	1895	in service
4 *Snowdon*	0-4-2T	SLM	988	1896	awaiting overhaul
5 *Moel Siabod*	0-4-2T	SLM	989	1896	in service
6 *Padarn*	0-4-2T	SLM	2838	1922	in service
7 *Ralph*	0-4-2T	SLM	2869	1923	stored off site
8 *Eryri*	0-4-2T	SLM	2870	1923	stored off site



1ft 6in-gauge 0-4-0WT *Dot*, built by Beyer Peacock in 1887 to work on the company's internal railway system, on display in the Narrow Gauge Railway Museum at Tywyn Wharf. PAUL STRATFORD

NARROW GAUGE RAILWAY MUSEUM, TYWYN WHARF STATION MUSEUM.

An important development on the Talyllyn Railway was the establishment of the Narrow Gauge Railway Museum at Tywyn Wharf station.

The first exhibit was a locomotive, donated in 1952 by Guinness from its recently closed St James's Gate Brewery railway in Dublin.

In 1954, the society agreed to start work on a formal museum, and exhibits from around the UK were acquired to form the nucleus of the collection.

In 1955, work started on converting the old gunpowder store at Wharf station into a temporary museum building, and in 1956 the first exhibit arrived at Tywyn.

Other locomotives are on long-term loan elsewhere.

Steam locomotives

George Henry	0-4-0VBT	DeW 1		877	on display
Rough Pup	0-4-0ST	Hunslet	541	1891	on display
No. 13	0-4-0T	Spence 13L		1895	on display
Dot	0-4-0WT	B Peacock	2817	1887	on display
William Finlay	0-4-0T	F Jennings	173L	1880	on display
No. 2	0-4-0WT	Kerr Stuart	721	1901	loan to Beamish
Jubilee 1897	0-4-0ST	M Wardle	1382	1897	stored at VoR

TALYLLYN RAILWAY, TYWYN. GWYNEDD, NORTH WALES. 2ft 3in.

In 1951, the Talyllyn Railway became the first railway in the world to be preserved as a heritage railway by volunteers, and was the first narrow gauge railway in Britain authorised by Act of Parliament to carry passengers using steam haulage.

It runs for 7¼ miles from Tywyn, on the Mid-Wales coast, to Nant Gwernol, near the village of Abergynolwyn. The line was opened in 1865 to carry slate from the quarries at Bryn Eglwys to Tywyn.

The 2ft 3in gauge is unusual, and was shared by only three other public railways in the United Kingdom, including the nearby Corris Railway.

In April 1864, Mr McConnel reached agreement with local landowners to buy the land necessary to build a railway towards Tywyn and onwards to the port of Aberdyfi. Construction was well underway by July 1864.

The standard gauge Aberystwyth and Welsh Coast Railway was expanding rapidly from its base at Machynlleth, however, and in 1863 had reached Tywyn, so McConnel decided to build his line from the quarry to Tywyn, where slate could be transferred to the standard gauge railway.

The first public passenger timetable was issued in December 1866, and the first purpose-built, steam-worked, narrow gauge public railway in Britain opened for service.

The last two decades of the 19th century saw a decline in the demand for slate and many smaller quarries fell on hard times, including Bryn Eglwys, where by 1890 production had halved.

In 1910, local landowner Henry Haydn Jones was elected the Liberal MP for Merioneth and bought the quarry company for just over £5000. The quarry reopened in January 1911.

The 1920s also saw an upsurge in holiday traffic, as Britain recovered from the war and tourism gained in popularity. The Talyllyn saw summer passenger numbers grow.

Overnight on December 26, 1946, several weakened support columns in the quarry gave way, resulting in a significant collapse; the quarry was deemed unsafe and closed immediately.

Haydn Jones had promised to continue operating the railway as long as he was alive and so, despite the closure of the quarry, the railway continued to run trains on a shoestring budget.

The Talyllyn Railway's original engines – No. 1 *Talyllyn* and No. 2 *Dolgoch* – at Tywyn Wharf on the Talyllyn Railway. TR

Between 1947 and 1949 the railway ran a passenger service two days a week. In 1949 Haydn Jones, who owned the Aberllefenni Slate Quarry, bought 10 tons of rail from the recently lifted Corris Railway. On July 2, 1950 Haydn Jones died and closure of the railway seemed inevitable, but the line continued to operate for the remainder of the summer season, ending on October 6.

The author Tom Rolt visited the line in 1949, along with the locomotive engineer David Curwen. In the summer of 1950, Rolt wrote a letter to the Birmingham Post suggesting the rescue of the Talyllyn Railway. He received sufficient positive response for a meeting of interested enthusiasts to be held on October 11, 1950 at the Imperial Hotel in Birmingham.

Around 70 people, including Patrick Whitehouse, attended the meeting, with Rolt proposing the formation of a committee to look into the acquisition of the railway. With the support of the meeting, the committee – with Rolt as chairman and Whitehouse as secretary – met for the first time on October 23 and immediately entered into negotiation with Haydn Jones' executors.

The complex transfer of ownership to the committee took place on February 8, 1951, at which point the newly formed Talyllyn Railway Preservation Society effectively took control of the railway.

By May, nearly 650 members had joined the society.

The railway reopened under the control of the society for the first time on the Whit Monday bank holiday – May 14, 1951 – with trains running between Wharf and Rhydyronen stations. Regular trains began to run on June 4 and continued through the summer.

When the line was taken over, 0-4-0T *Dolgoch* was the only operating locomotive, and it was apparent it was in need of a major overhaul.

To enable operations to continue, two further steam locomotives – Nos. 3 and 4 – were bought from the nearby and recently closed Corris Railway in 1951 and named *Sir Haydn* and *Edward Thomas*, respectively. No. 3 became the first new locomotive to travel on the railway for more than 80 years in 1951, but it frequently derailed, and on inspection it turned out the Talyllyn track was laid about half an inch wider than the official gauge.

In May 1957, the BBC produced a live outside broadcast from the railway, and the publicity from this broadcast drew substantial numbers of visitors to the railway that summer, with more than 57,500 passengers carried. The following year, locomotive 0-4-2ST No. 1 *Talyllyn* returned to steam after an extensive overhaul.

The preservation society had long held ambitions to extend the railway along the former mineral extension from Abergynolwyn to the foot of the Alltwyllt incline, but construction did not start until 1968. The extension and new station at Nant Gwernol were opened on May 22, 1976.

The railway has seen a steady increase in passengers carried since the turn of the century, with nearly 95,500 passenger journeys recorded in 2006, although this figure is still only around half the peak figure carried in 1973.

Steam locomotives

No. 1 *Talyllyn*	0-4-2ST	F Jennings	42	1865	awaiting overhaul
No. 2 *Dolgoch*	0-4-0WT	F Jennings	63	1866	in service
No. 3 *Sir Haydn*	0-4-2ST	Hughes	323	1878	in service
No. 4 *Edward Thomas*	0-4-2ST	Kerr Stuart	4047	1921	in service
No. 6 *Douglas*	0-4-0WT	Barclay	1431	1918	in service
No. 7 *Tom Rolt*	0-4-2T	Talyllyn		1991	in service

VALE OF RHEIDOL RAILWAY, ABERYSTWYTH, CEREDIGION, MID-WALES. 2ft.

This railway was notable as being BR's last steam-operated branch line, still using the three 2-6-2Ts until 1989, more than 20 years after the end of standard gauge steam on BR. Construction of the 2ft-gauge Vale of Rheidol Light Railway from Aberystwyth to Devil's Bridge started in 1901, and it opened to the public on December 22, 1902.

In 1912, control passed to the Cambrian Railways. In 1923, Cambrian Railways was absorbed by the GWR and goods services were withdrawn completely from the VoR. The winter passenger service was withdrawn in 1930, and the line closed completely for the duration of the Second World War.

It reopened in 1945 though, and ownership passed to BR in 1948. Remarkably, it not only survived threats of closure, but from August 1968 became BR's last line to be steam-operated; locomotives and stock even acquired rail blue livery. In 1989, rather than closure, BR sold it to a charitable trust, set up by Peter Rampton and Tony Hills.

In 1996, Rampton and Hills split their partnership, with Hills retaining control of the Brecon Mountain Railway, and the Rheidol being sold to a trust formed by Rampton: the Phyllis Rampton Narrow Gauge Railway Trust.

The railway became another preserved one-time GWR branch line, and the second narrow gauge one, 26 years after the Welshpool & Llanfair.

Passenger services have continued to be operated entirely by the three original 2-6-2Ts, although some motive power variety is likely in the future.

In addition, 20 assorted narrow gauge locomotives from Britain and overseas are stored for a planned museum, but are not currently on display.

Hunslet 0-4-0ST *Margaret*, Kerr Stuart 0-4-0T *Diana*, and another Quarry Hunslet, *Sybil Mary*, at Aberystwyth, on the Vale of Rheidol Railway. MARK SMITHERS

British main line steam locomotives

7 *Owain Glyndwyr*	GWR 2-6-2T			1923	under overhaul
8	GWR 2-6-2T			1923	in service
9 *Prince of Wales*	GWR 2-6-2T			1924	in service

Overseas steam locomotives

60 *Drakensberg*	NGG13 2-6-2+2-6-2	Hanomag			under restoration
Tiger	4-6-0T	Baldwin	44699	1917	under restoration for WHHR

Industrial steam locomotives

	0-4-0ST	Kerr Stuart	3114	1918	in service
Margaret	0-4-0ST	Hunslet	605	1894	in service
Jubilee 1897	0-4-0ST	M Wardle	1382	1897	stored for NGRM Tywyn
Nesta	0-4-0ST	Hunslet	704	1899	under overhaul off-site

BELOW: 2-6-2T No. 8 *Owain Glyndwyr* climbs towards Devil's Bridge, near Rheidol Falla, on the Vale of Rheidol Railway. PHIL WATERFIELD

Quarry Hunslet 0-4-0ST *Alan George* on the Teifi Valley Railway. JONATHAN MANN

TEIFI VALLEY RAILWAY, HENLLAN, CEREDIGION, MID-WALES. 2ft.

The Teifi Valley Railway originally hoped to operate between Pentrcwrt and Newcastle Emlyn along the River Teifi.

It had been built on the GWR part of the Carmarthen and Cardigan Railway and operated on about two miles of track. Trains ran up to 2014 from Henllan station to Pont Goch, but then the line closed. Originally broad gauge, the line opened in 1861 and was converted to standard gauge by 1872. Passenger trains were withdrawn in 1952 and, in 1973, when freight services discontinued, the line was closed and dismantled.

It was not until 1981 any true restoration project began. A group of enthusiasts bought the trackbed and, in 1983, laid a length of 2ft-gauge track from Henllan to Pontprenshitw.

In 1987, the line was extended as far as Llandyfriog and, in 2006, was extended to Pont Goch. From July 2009, the Henllan platform was relocated to the site of the original GWR site.

However, the railway suffered a loss of trained personnel and operation became more difficult. Two directors resigned fearing the railway was facing closure. A local businessman took on the operation of the whole operation.

Reports on the poor condition of the track, locomotives and rolling stock were ignored, and eventually the railway closed. There were no attempts to repair the track, but the tenant removed the first section of rail.

From July 2014 the track was removed from Henllan to Pontprenshitw. The tenant eventually left the scene and declared himself bankrupt. A new group took over management of the railway, and some track has been relaid.

By May 2016, track relaying had reached as far as Forest Halt, and train operations had resumed.

Steam locomotives

Alan George	0-4-0ST	Hunslet	606	1894	in service
WD3117 *Sgt Murphy*	0-6-0T	Kerr Stuart	2442	1915	under overhaul

WELSH HIGHLAND RAILWAY, CAERNARVON, GWYNEDD, NORTH WALES. 2ft.

The Welsh Highland Railway closed in 1936. Rebuilding by the Ffestiniog Railway started 60 years later, with the full 25 miles from Carnarvon to Porthmadog opened in 2011. At Porthmadog it connects with the Ffestiniog Railway and to the short Welsh Highland Heritage Railway.

The current line originally ran from Dinas, near Caernarfon, to Porthmadog, with the current line including an additional section from Dinas to Caernarfon, partly using the trackbed of the LNWR branch. The original Welsh Highland Railway was formed in 1922 from the merger of two companies – the North Wales Narrow Gauge Railways and the Portmadoc, Beddgelert and South Snowdon Railway. It was never a commercial success.

Revenue from quarry traffic never materialised as the slate industry had fallen into decline. Its passenger services were also unsuccessful and winter services ceased as early-1924. In 1927, the county council sued and put the railway into receivership. Services continued, but by 1933, it was run down and the last passenger train ran in 1936.

With the growth in revival schemes for various Welsh narrow gauge railways, the WHR (1964) Company, was been set up to preserve the Welsh Highland Railway (WHR). In 1988, the Festiniog Railway Company drew up a plan to prevent this as it could have had a serious effect on its own business.

The FR Company planned to buy the original trackbed of the WHR from the old company's receiver and give it to Gwynedd County Council, provided no railway-related developments were allowed on the land. When this policy decision became public, there was something of a backlash against the FR management and a change of directors was followed by a reversal of policy.

The FR company committed itself to the reopening of the Welsh Highland Railway and was able in time, and with difficulty, to acquire shares/debentures in the old company.

After a long legal battle between the two companies, the FR Co won control of the WHR trackbed, and it reopened the railway in stages, starting in 1997.

South African Railways NGG16 Beyer-Garratt 2-8-2+2-8-2 No. 87 departs from Beddgelert on the Welsh Highland Railway.

The WHR's restoration has a long, complicated and controversial history, and includes several court cases and public enquiries.

Consent to rebuild the railway was given and the first section from Caernarfon to Dinas was opened and operated by the FR from October 11, 1997. This section was not part of the original Welsh Highland Railway route.

The line was extended to Waunfawr in 2000 and to Rhyd Ddu in 2003.

Hafod-y-Llyn was reached in 2009 and Pont Croesor in 2010. By 2010, the tracks of the WHR and Ffestiniog Railway had been reconnected at Harbour station, linking Caernarfon to Porthmadog and through passenger services started in 2011. Just outside Porthmadog, the railway crosses the Network Rail-owned Cambrian Coast Line using a flat crossing. The route then runs through the streets of Porthmadog.

The restoration, which had the civil engineering mainly built by contractors and the track mainly laid by volunteers, received a number of awards.

Steam locomotives

K1	Tasmanian 0-4-0+0-4-0 B Peacock 5292	1909	under overhaul
87	SAR NGG16 2-8-2+2-8-2	1937	in service
109	SAR NGG16 2-8-2+2-8-2	1939	awaiting restoration
130	SAR NGG16 2-8-2+2-8-2	1951	under restoration
133	SAR NGG15 2-8-2	1952	awaiting restoration
134	SAR NGG15 2-8-2	1952	under restoration
138	SAR NGG16 2-8-2+2-8-2	1958	in service
140	SAR NGG16 2-8-2+2-8-2	1958	awaiting overhaul
143	SAR NGG16 2-8-2+2-8-2	1958	in service
Llanfair	3ft-gauge 0-4-0VBT DeWinton	1895	on display at Dinas

WELSH SLATE MUSEUM, GILFACH DDU, LLANBERIS.

Steam locomotive

Una	0-4-0ST	Hunslet	873	1905	in service

WELSH HIGHLAND HERITAGE RAILWAY, PORTHMADOG, GWYNEDD, NORTH WALES. 2ft.

The origins of the Welsh Highland Heritage Railway (WHHR) lie in a small group of railway enthusiasts, including some disgruntled volunteers from the Ffestiniog Railway, forming the Welsh Highland Railway Society in 1961, to rebuild the original WHR, which had operated from 1922 to 1936.

Reconstruction of the line started in the 1970s at Porthmadog following the acquisition of land from BR running alongside the Cambrian Coast Line at a location known as Beddgelert Sidings.

The entire original Welsh Highland Railway has since been rebuilt by the Festiniog Railway Company and the Welsh Highland Railway Limited.

Bagnall 0-4-2T *Gelert* heads a Welsh Highland Heritage Railway train north from Porthmadog at Penymount in 2013 alongside the Welsh Highland Railway 'main line', on the left. DAVE RODGERS

The original WHR (1964) company's line runs from the Network Rail Porthmadog station to join the new WHR proper at Pen-y-Mount Junction, this line now being known as the Welsh Highland Heritage Railway.

The 1964 company, which after decades of legal battles with the FR, did assist with tracklaying on the WHR, is expected to have some running rights over the new WHR, but the terms for this have not been agreed.

In 2014, the original WHR engine *Russell*, which has always been a WHHR locomotive in preservation, returned to service after a major overhaul. So far though it has not made an appearance on the WHR 'main line'.

The WHHR operates a frequent service from March to November.

Steam locomotives

Gertrude	0-6-0T	Barclay	1578	1918	in service
No. 1 *Russell*	2-6-2T	Hunslet	901	1906	in service
Karen	0-4-2T	Peckett	2024	1942	on display
Gelert	0-4-2T	Bagnall	3050	1953 reb Winson 1991	in service
Lady Madcap	0-4-0ST	Hunslet	652	1896 / WHR 2006	under rebuilding
Tiger	4-6-0T	Baldwin	44699	1917	under restoration at VoR
No. 120 *Beddgelert*	SAR NG15 2-8-2			1951	under restoration off site

WELSHPOOL & LLANFAIR LIGHT RAILWAY, LLANFAIR CAEREINION, POWYS, MID-WALES. 2ft 6in.

The Welshpool & Llanfair Railway was closed by British Railways in 1956 and naturally there were thoughts of its preservation.

The preserved Welsh narrow gauge railways had started with the Talyllyn and Ffestiniog, which had always been private concerns. A couple of the narrow gauge lines in Wales, however, had passed into the ownership of the GWR through its acquisition of the Cambrian Railways in 1922, and the WLR was one of these.

Construction of this line had started in 1901 from Welshpool to Llanfair Caereinion, to the unusual gauge of 2ft 6in. The Cambrian Railways worked the line, and the first passenger train ran on April 4, 1903. The passenger service was discontinued in 1931, but after a bit of a revival in goods traffic during the Second World War, BR inherited the line, but the last train ran on November 3, 1956.

By 1959, inspired by the success of the first preserved Welsh narrow gauge preserved railways, the Talyllyn and Ffestiniog, negotiations by would-be Welshpool & Llanfair preservationists with BR were at a stage where volunteers were able to begin clearing the line, and they formed the Welshpool and Llanfair Light Railway Preservation Company Limited in 1960, which leased the line from BR at the end of 1962.

The first passenger services operated on April 6, 1963 between Llanfair Caereinion and Castle Caereinion. Since then, the railway has made steady progress. The line's two Beyer Peacock 0-6-0Ts were returned to service and have continued in regular operation, supplemented by further engines and stock, mostly from the Continent.

In 1972 the line was reopened as far as Sylfaen, five miles from Llanfair Caereinion. On July 18, 1981 the first service trains ran to Welshpool, to a new terminus at Raven Square.

The railway can now even operate a genuine GWR train with one of the 0-6-0Ts hauling replicas of the line's three original coaches.

Beyer Peacock 0-6-0T No. 823 *Countess* and Kerr Stuart 0-6-2T No. 12 *Joan* at Llanfair Caereinion on the Welshpool & Llanfair Railway.

Steam locomotives

No. 822 *The Earl*	0-6-0T	B Peacock	3496	1902	in service
No. 823 *Countess*	0-6-0T	B Peacock	3497	1902	in service
No. 8 *Dougal*	0-4-0T	Barclay	2207	1946	awaiting repair
Sir Drefaldwyn	0-8-0T	AFB	2855	1944	under overhaul
No. 14 SLR 85	2-6-2T	Hunslet	3815	1954	on display
No. 12 *Joan*	0-6-2T	Kerr Stuart	4404	1927	in service
No. 6 *Monarch*	0-4-4-0T	Bagnall	3024	1953	on display

Private Sites

CARDIFF MUSEUM STORE, NANTGARW.

Industrial steam locomotives

	0-4-0F	Barclay	1966	1929
	0-4-0F	Barclay	2238	1948

SWANSEA MUSEUM STORE, LANDORE.

Industrial steam locomotives

Sir Charles	0-4-0F	Barclay	1473	1916
	0-6-0ST	Peckett	1426	1916

HENGOED

Industrial steam locomotive

Met	0-4-0ST	HL	2800	1909

GNR Stirling Single No. 1 on the turntable in the National Railway Museum at York.

North East

PRESERVED RAILWAYS, MUSEUMS AND CENTRES – STANDARD GAUGE

The North East is regarded as the cradle of railways and has always been proud of its railway heritage. Some of the earliest preserved steam engines are of north-eastern origin, particularly of George and Robert Stephenson design.

The Stockton & Darlington Railway was the first public railway in the world and its centenary celebrations in 1925 proved to be a major impetus for preservation, resulting in the opening of the first railway museum at York. North-eastern industrial life is celebrated at the unique Beamish open-air museum, with extensive railway-related exhibits, including working replicas of early colliery waggonway engines.

The Middleton Railway in Leeds is the world's oldest railway by virtue of the Act of Parliament which established it, and the preserved line actually ran its first public passenger train shortly before the Bluebell Railway in 1960. Meanwhile, the Tanfield Railway in County Durham is the world's oldest railway still partly running on its original route.

When the Keighley & Worth Valley Railway reopened in June 1968 it became Britain's second standard gauge preserved steam railway.

It was followed in the North East in 1973 by the North Yorkshire Moors Railway, a much more ambitious project, which has become Britain's most-popular heritage railway.

The Stockton & Darlington Railway 150th anniversary celebrations in 1975 were followed by the opening of the impressive National Railway Museum in York.

Darlington has made numerous contributions to the history of steam power and its preservation, but 2008 even saw a brand-new LNER Pacific steamed for the first time when No. 60163 *Tornado* became the 50th LNER Peppercorn A1 Pacific, built in Darlington at a cost of £3million, 42 years after the last one was scrapped.

BOWES RAILWAY, SPRINGWELL, CO DURHAM.

The Bowes Railway is one of the most historically important heritage steam railways in Britain. It was built by George Stephenson in 1826, and nominally includes the world's only operational preserved standard gauge cable railway system. The site is a Scheduled Ancient Monument.

Like many early railways in the North East, it was built to transport coal from pits in Durham to boats on the River Tyne. It was a fairly long line, and in view of the hilly terrain it crossed, the plan was to use steam locomotives on the level parts and rope-worked inclines on the hilly sections. The railway was designed by George Stephenson, who had previously built the Hetton colliery railway, which was completed in 1822.

When the line opened it comprised four inclined planes. The line was extended across the Team Valley to Kibblesworth Colliery in May 1842, and completed in 1854 when a link from Marley Hill to Kibblesworth was connected enabling collieries in Dipton

ALN VALLEY RAILWAY, LIONHEART STATION, ALNWICK, NORTHUMBERLAND.

The Aln Valley Railway is one of the most recent standard gauge railway restoration projects to get off the ground. In December 2017, it ran its first steam train onto part of the route of the original NER branch line from Alnmouth to Alnwick. The branch ran for 2¾ miles from the East Coast Main Line junction, and closed in 1968.

The first stage of the project to reopen the branch is complete with the construction of the new Alnwick Lionheart station.

This was made necessary by the unavailability of the original site and new buildings on some of the trackbed into the town centre. The original Alnwick station, complete with all-over roof, is used as a bookshop, and the A1 Alnwick bypass crosses the trackbed.

The Lionheart site opened to visitors on July 14, 2012.

The first operating season followed in 2013, culminating in the first trial steam service on September 10.

The railway was formally opened by the Duke of Northumberland on October 30, 2013, and trains now run regularly on summer weekends.

RIGHT: Hudswell Clarke 0-6-0T *Richboro* at the Aln Valley Railway's Lionheart station on May 27, 2017. TREVOR GREGG

Industrial steam locomotives

Richboro	0-6-0T	H Clarke	1243	1917	in service
48	0-6-0ST	Hunslet	2864	1943	awaiting overhaul
No. 60	0-6-0ST	Hunslet	3686	1948	in service
No. 3 *Penicuik*	0-4-0ST	H Leslie	3799	1935	cosmetic restoration

BR diesel locomotive

12088 *Shirley*	Class 11 0-6-0DE	under restoration

APPLEBY-FRODINGHAM RAILWAY, BRITISH STEEL LTD STEELWORKS, SCUNTHORPE, NORTH LINCOLNSHIRE.

This is one of the most unusual centres for steam railway preservation. The Appleby-Frodingham Railway Society owns locomotives and rolling stock, but not the railway it runs on.

The name comes from the Appleby-Frodingham Steel Company, owners of the huge Scunthorpe steelworks prior to Nationalisation. The owner is now British Steel Limited Scunthorpe, after its buy-out by Greybull Capital.

The railway operates entirely within the steelworks limits over tracks normally used for moving molten iron, steel and raw materials. Trains travel between seven and 15 miles, all within the steelworks. Occasional excursion trains were run around the Scunthorpe steelworks site using the works' own locomotives, but then in 1990, steam-hauled passenger trains were run as part of a works anniversary celebration, using a locomotive borrowed from the Rutland Railway Museum. This was popular enough for further events to be planned using locomotive and carriages borrowed from the Keighley and Worth Valley Railway. The society now owns, or is responsible for, several steam and diesel locomotives based at the site, and runs tours on many weekends throughout the year, often steam-hauled.

LEFT: Peckett 0-4-0ST No. 1438 and Avonside 0-6-0ST *Cranford* on the British Steel Co railway at Appleby-Frodingham steelworks in April 2018, at an event marking the 0-4-0ST's withdrawal for overhaul. STUART CHAPMAN

Industrial steam locomotives

Cranford	0-6-0ST	Avonside	1919	1924	in service
No. 8	0-4-0ST	Barclay	2369	1955	under overhaul
Slough Estates No. 5	0-6-0ST	H Clarke	1709	1939	under overhaul for Embsay
USC No. 22	0-6-0ST	Hunslet	3844	1956	under overhaul
Nechells No. 1	0-4-0ST	Peckett	1438	1916	under overhaul

Continental steam locomotive

3138 *Hutnik*	Polish	Tkh 0-6-0T	under overhaul

to be accessed. From January 1947 the railway was owned and operated by the National Coal Board, but sections closed, and after 1974 no inclines remained in use. At the end there was only about a mile of the Bowes Railway in use, which closed in January 1986.

Tyne & Wear Industrial Monuments Trust was established in April 1975 and took control of the line around Springwell from the NCB. The centre of the preserved Bowes Railway is Springwell Workshops, which by 1975, trading as Locomotion Enterprises, was building replica locomotives such as Stephenson's Locomotion No. 1.

The preserved line includes two rope-worked inclines: Blackhams Hill East and West. Both are worked by the Blackhams Hill engine, a 300hp Metropolitan-Vickers engine, commissioned in July 1950.

Over these inclines the preserved railway has demonstrated one of the oldest and most unusual types of railway operation; it is now the only place in Britain where this can be seen. However, the inclines are not currently operational, as there have proved to be insufficient resources to maintain them because of vandalism and general decline.

The site is open the first weekend of each month and every week Tuesday and Thursday for static display and tours. The railway hopes to restart train rides and the unique rope haulage display in the near future.

Barclay 0-4-0ST No. 22 (2274 of 1949) in steam at the Bowes Railway. The line's other serviceable steam locomotive *WST* is seen on a coal train in the background with visiting RSH 0-4-0ST *Sir Cecil A Cochrane*.

Industrial steam locomotives

No. 22	0-4-0ST	Barclay	2274	1949	in service
WST	0-4-0ST	Barclay	2361	1954	in service

1863-built Stephen Lewin 0-4-0ST No. 18 heads a train of chaldron wagons past 1871-built Head Wrightson 0-4-0VBT E No. 1 and South Durham Steel & Iron Company 0-4-0ST *Malleable* No. 5 (awaiting restoration), at the Beamish North of England Open Air Museum, Stanley, County Durham, in 2018. DAVE HEWETT

BEAMISH NORTH OF ENGLAND OPEN-AIR MUSEUM, STANLEY, COUNTY DURHAM.

This museum's aim is to illustrate all aspects of everyday life in urban and rural north-east England at the climax of industrialisation in the early-20th century.

On its 350-acre estate the museum utilises a mixture of relocated, original and replica buildings with a huge collection of artefacts, working vehicles and equipment.

The idea for an open-air regional museum came from Frank Atkinson. Fearing it was already almost too late, Atkinson adopted a policy of collecting anything that was offered. In 1966, a working party was established to set up a museum and it selected Beamish Hall, recently vacated by the National Coal Board, as a suitable location.

Railways were always going to be an integral part of the museum, which opened on its current site in 1972, with the railway station and colliery winding engine being built the following year.

The first trams began operating on a short demonstration line in 1973, and the Town station was formally opened in 1976.

The Beamish Tramway is 1½ miles long, making a circuit of the museum site, forming an important element of the visitor transportation system. It is the longest preserved tramway in the country.

Regular steam operation ceased in 1995 because of a lack of any available working locomotive. During 2009 the running line was relaid so passenger train rides could restart from Town station during 2010. The colliery features both a standard gauge and narrow gauge railway.

There are a number of industrial steam locomotives, including rare examples by Stephen Lewin and Black Hawthorn & Co, and many chaldron wagons, the region's traditional type of colliery railway rolling stock. The vertical-boilered locomotive *Coffee Pot No. 1* is often in steam during the summer.

The Pockerley Waggonway opened in 2001, representing the year 1825, when the Stockton and Darlington Railway opened.

Housing the locomotives and rolling stock is the Great Shed, which opened in 2001, and is based on Timothy Hackworth's erecting shop, Shildon railway works. It incorporates some material from Robert Stephenson and Company's Newcastle works.

Currently under restoration at the Severn Valley Railway is the Duke of Sutherland's 0-4-4T *Dunrobin*, which Beamish bought in 2010 from Canada for use on the Rowley station line.

Main line steam locomotive

Dunrobin	0-4-4T			1895	under restoration at SVR

Replica steam locomotives

Puffing Billy	replica William Hedley 0-4-0	A Keef		2006	in service
Steam Elephant	replica William Hedley 0-6-0	A Keef		2002	in service
Locomotion No. 1	replica S&D / Stephenson 0-4-0	M Satow		1975	in service

Industrial steam locomotives

Hetton Lyon	Hetton Colliery 0-4-0	Young / Hetton		1852	on display
No. 18	0-4-0ST	Lewin		1863	in service
E No. 1	2-4-0VBCT	B Hawthorn	897	1887	in store
	0-4-0VBT	Head Wrightson		1871	in service
Londonderry Railway No. 17	0-4-0VBT	Head Wrightson	33	1917	awaiting restoration
Wissington	0-6-0ST	H Clarke	1700	1938	in service loan from NNR
Newcastle	0-6-0ST	M Wardle	1532	1901	awaiting restoration
May	0-4-0ST	Peckett	1370	1915	in service
Roker	0-4-0CT	RSH	7006	1940	on display
Malleable No. 5	0-4-0ST	S Durham S & I		1900	awaiting restoration

2ft gauge

No. 5 *Esme*	0-4-0T	Barclay	988	1903	under restoration
Glyder	0-4-0WT	Barclay	1994	1931	under restoration
Edward Sholto	0-4-0ST	Hunslet	996	1909	in service
Samson	replica 0-4-0	D Young		2016	in service

DARLINGTON, HOPETOWN CARRIAGE WORKS.

The A1 Steam Locomotive Trust carried out most of the construction of new LNER Peppercorn A1 Pacific No. 60163 *Tornado* in the small remaining building that was once part of the carriage works at North Road in Darlington, and is now building the new Gresley P2 2-8-2 No. 2007 *Prince of Wales*.

The A1 is expected to be based in the one-time Stockton & Darlington Railway locomotive shed in Darlington in the future.

British main line steam locomotives

60163 *Tornado*	LNER A1 4-6-2	2008	in main line service
2007 *Prince of Wales*	LNER P2 2-8-2		under construction

Replica 0-4-0 *Puffing Billy* on the Pockerley Waggonway at Beamish museum.

DARLINGTON RAILWAY PRESERVATION SOCIETY, HOPETOWN.

The society was formed in 1981 and its first priority was to return a Darlington-built locomotive to its birthplace in the shape of BR Standard 2MT 2-6-0 No. 78018, which was for sale after no restoration had taken place at Market Bosworth. It was duly bought and went to Darlington in 1981, moving to premises at North Road in 1983. It finally steamed in 2016 after completion of its restoration on the Great Central Railway. Further industrial steam, diesel and electric locomotives were acquired, and one of the 0-4-0STs has been regularly hired to operating railways.

The society's base is next to the Head of Steam museum at North Road station and the A1 Steam Locomotive Trust's base at Hopetwown carriage works.

The North Eastern Locomotive Preservation Group also has a restoration base at the site.

Main line steam locomotive

69023 *'Joem'*	NER J72 0-6-0T		1951	under overhaul

Industrial steam locomotives

Northern Gas Board No. 1	0-4-0ST Peckett	2142	1953	under overhaul
No. 39	0-6-0T (reb from 0-6-0ST)	RSH	6947	1938	on display

Class 03 diesel shunter D2245 at Murton Park on the Derwent Valley Railway (DVR). The shunter was originally preserved on the DVR, but returned from its present home at Shackerstone in 2018 for the DVR's 25th anniversary of reopening. JONATHAN STOCKWELL

DERWENT VALLEY RAILWAY, MURTON, YORK.

The Derwent Valley Light Railway (DVLR), to the south-east of York, remained independent and never became part of BR, but passenger services ended as early as 1926.

It closed in sections, but part remained open for goods traffic, and following the opening of the National Railway Museum in 1975, the DVLR ran a steam passenger service in the summers of 1977 to 1979.

These trains ceased though, and freight services ended in 1981.

However, half a mile of the line west of Murton Lane station was taken over by the Yorkshire Museum of Farming, and in 1993, the Derwent Valley Railway started operating passenger trains on summer Sundays over this short section.

BR diesel locomotives

03079 *Derwent*	Class 03 0-6-0DM		in service
D2245	Class 03 0-6-0DM	in service (from Battlefield)	
D9523	Class 14 0-6-0DH		under overhaul at NVR

ELSECAR HERITAGE RAILWAY, SOUTH YORKSHIRE.

The Elsecar Heritage Railway (EHR) runs on the one-mile southern part of the former South Yorkshire Railway freight-only branch, which ran from Elsecar Junction on its Mexborough to Barnsley line.

The line was built to serve Earl Fitzwilliam's collieries and ironworks, which he leased out to local ironmasters. It opened in 1850.

The Elsecar branch shut down in 1984 following closure of the final colliery on the line. Restoration began in 1994 as a project of Barnsley Metropolitan Borough Council, and the line reopened as a heritage railway in 1996, operated by the council.

The Elsecar Heritage Railway became the operator in 2006.

Trains run from Rockingham station, behind the Elsecar Heritage Centre, and Hemingfield Basin.

The heritage centre occupies parts of the one-time colliery workshops.

The EHR plans eventually to operate the line into Cortonwood, with a new halt at Hemingfield, doubling the length of the line to two miles. The new track has been laid.

RSH 0-4-0ST *Birkenhead* and Sentinel 0-4-0VBT No. 10 *Gervase* on shed at the Elsecar Steam Railway.

Industrial steam locomotives

Earl Fitzwilliam	0-6-0ST	Avonside	1917	1923	under restoration
15 *Hastings*	0-6-0ST	Hunslet	469	1888	under overhaul
'The Maerdy Monster'	0-6-0ST	Peckett	2150	1954	under overhaul
Birkenhead	0-4-0ST	RSH	7386	1948	awaiting overhaul
No. 10 *Gervase*	0-4-0VBT	Sentinel	6807	1928	in service
No. 7	4wVBT	Sentinel	9376	1947	under overhaul
William	4wVBT	Sentinel	9599	1956	in service

EMBSAY & BOLTON ABBEY STEAM RAILWAY, EMBSAY, NORTH YORKSHIRE.

The Embsay & Grassington Railway Preservation Society was formed in October 1968 to preserve the scenic Grassington branch from Embsay Junction, near Skipton, which was then threatened with closure, but has still not closed. However, the society changed its name to the Yorkshire Dales Railway and set its sights on part of the Skipton to Ilkley line instead, although there was only 880 yards of track left.

This 11-mile line had been opened in October 1888 by the Midland Railway, but closed by Dr Beeching in March 1965, east of Embsay Junction.

The society took occupation of what was left of Embsay station in 1970. Track was laid, buildings restored and locomotives and stock assembled, and July 1987 saw trains running from Embsay as far as Holywell, and to Stoneacre in 1991. At this time the line had rebranded itself again as the Embsay Steam Railway, and by 1997, the railway had extended as far as Bolton Abbey, giving a four-mile run, and a superb replica of the original station was constructed. An impressive collection of industrial steam motive power was assembled, many of the locomotives having been restored and now given many years' service. Larger main line power has made increasingly regular appearances on recent years. The line also has potential to extend further towards Ilkley, and there are even proposals for running into Skipton itself.

Hudswell Clarke 0-6-0T No. 140, Hudswell Clarke 0-6-0ST No. 1450 of 1922, rebuilt as 0-6-0T *Thomas*, and RSH Austerity 0-6-0ST No. 68005 (now No. 71515 on the Pontypool & Blaenavon Railway) at Embsay station.

Main line steam locomotive

5643	GWR 0-6-2T			1925	in service, hired from Ribble

Industrial steam locomotives

No. 22	0-4-0ST	Barclay	2320	1952	under overhaul
Illingworth	0-6-0ST	H Clarke	1208	1916	in service, at MSLR
Thomas	0-6-0T	H Clarke	1450	1922	(rebuilt from 0-6-0ST) awaiting overhaul
Slough Estates No. 5	0-6-0ST	H Clarke	1709	1939	under overhaul at Appleby-Frod
Harry	0-6-0ST	H Clarke	1776	1944	under restoration off site
No. 140	0-6-0T	H Clarke	1821	1948	awaiting overhaul
Airedale No. 3	0-6-0ST	Hunslet	1440	1923	awaiting restoration
S112 *Revenge/Spitfire*	0-6-0ST	Hunslet	2414	1941	under overhaul
No. 7 *Beatrice*	0-6-0ST	Hunslet	2705	1945	in service
S134 *Wheldale*	0-6-0ST	Hunslet	3168	1944	on display
S121 *Primrose No. 2*	0-6-0ST	Hunslet	3715	1952	under overhaul
No. 8 *Sir Robert Peel*	0-6-0ST	Hunslet	3776	1952	awaiting overhaul
No. 69	0-6-0ST	Hunslet	3785	1953	awaiting overhaul
Monckton No. 1	0-6-0ST	Hunslet	3788	1953	in service, on loan from Ribble
Cumbria	0-6-0ST	Hunslet	3794	1953	in service, on loan from Ribble
Annie	0-4-0ST	Peckett	1159	1908	under restoration
Norman	0-6-0ST	RSH	7086	1943	awaiting overhaul
No. 2	0-4-0ST	RSH	7661	1950	awaiting overhaul
7164 *Ann*	4wVBT	Sentinel	7232	1927	on display
No. 1 *York*	0-4-0ST	Yorkshire	2474	1949	awaiting restoration

BR diesel locomotives

D2203	Class 04 0-6-0DM	in service
08054	Class 08 0-6-0DE	awaiting repair
08773	Class 08 0-6-0DE	in service
NCB 38 (D9513)	Class 14 0-6-0DH	in service
37294	EE Type 3 Co-Co	in service
D5600 *Newton Heath TMD*	Brush Type 2 A1A-A1A	in service
31119	Brush Type 2 A1A-A1A	in service
D1524	Brush Type 4 Co-Co	in service

KEIGHLEY & WORTH VALLEY RAILWAY, HAWORTH, WEST YORKSHIRE.

The five-mile Worth Valley branch out of Keighley was the second standard gauge preserved steam railway to be opened in Britain – June 29, 1968 – a few weeks before the end of steam on British Railways.

Originally opened in 1867, it climbs steeply at 1-in-58 up the valley to Oakworth, and through Bronte country to Haworth and on to the terminus at Oxenhope.

At Keighley, it connected with the Midland Railway main line from Leeds to Skipton and Carlisle, and eventually the MR bought out the Keighley & Worth Valley Railway (KWVR). The line was an early closure by BR, to passengers in December 1961 and goods in June 1962.

However, following the success of pioneer preservationists in North Wales and with the five-mile Bluebell Railway in Sussex having become the first standard gauge preserved steam railway to be reopened, in 1960, local people and enthusiasts formed a preservation society to save the Worth Valley branch on a similar basis. A company was created to buy the line itself, and lease the access to Keighley station, where it continued to connect with the main line.

The locomotive stock has steadily expanded, and although motive power is often of appropriate LMS heritage,

HEAD OF STEAM, NORTH ROAD STATION, DARLINGTON, COUNTY DURHAM.

Head of Steam is a railway museum located in the station building at North Road station on the 1825 route of the Stockton and Darlington Railway, which was the world's first public passenger railway.

Its exhibits are devoted to the area formerly served by the North Eastern Railway, with a particular focus on the Stockton & Darlington Railway and the railway industry of Darlington.

British main line steam locomotives

Locomotion No. 1	S&DR 0-4-0			1825	on display
No. 25 *Derwent*	S&DR 0-6-0			1845	on display
1463	NER 2-4-0			1885	on display
901	NER Q7 0-8-0			1919	on display
Patons	0-4-0F	Bagnall	2898	1948	in store

Stockton & Darlington 0-6-0 No. 25 *Derwent* on display in the Head of Steam museum in Darlington.

Taff Vale Railway 0-6-2T No. 85 and MR 4F 0-6-0 No. 43924 depart from Keighley on the Keighley & Worth Valley Railway.

BELOW: Raising steam at Haworth early on the railway's steam gala weekend on March 9, 2018 are Taff Vale Railway 0-6-2T No. 85, visiting BR Standard Britannia Pacific No. 70013 *Oliver Cromwell*, USATC S160 2-8-0 No. 5820, and LMS 'Black Five' 4-6-0 No. 44871. ROBERT FALCONER

if somewhat larger than would have been seen in steam days, some of Britain's largest express engines have occasionally found their way up the branch. The line still has a physical connection with Network Rail.

The KWVR has remained one of the country's premier heritage railways, and the journey in a typical 1950s' train of maroon coaches, hauled by a black steam engine, is a reminder of our industrial heritage, en route to the countryside immortalised by the Brontë sisters.

British main line steam locomotives

85	TVR 0-6-2T			1899	in service
L89	GWR 0-6-0PT			1929	on display
51218	LYR 'Pug' 0-4-0ST			1901	on display
752	LYR 0-6-0ST			1896	under overhaul (at Rileys Bury)
957	LYR 0-6-0			1887	under overhaul
47279	LMS 3F 0-6-0T			1924	on display
41241	LMS 3MT 2-6-2T			1949	in service
43924	MR 4F 0-6-0			1920	in service
48431	LMS 8F 2-8-0			1944	on display
75078	BR 4MT 4-6-0			1956	in service
78022	BR 2MT 2-6-0			1954	under overhaul
80002	BR 4MT 2-6-4T			1952	on display
90733	WD 2-8-0			1945	awaiting overhaul

Overseas steam locomotives

5820	USATC S160 2-8-0			1945	in service

Industrial steam locomotives

31 *Hamburg*	0-6-0T	H Clarke	679	1903	on display
118 *Brussels*	0-6-0ST	H Clarke	1782	1945	on display
Southwick	0-4-0CT	RSH	7069	1942	in store

BR diesel locomotives

D2511	HC 0-6-0DM				in service
08266	Class 08 0-6-0DE				in service
08993 *Ashburnham*	Class 08 0-6-0DE				in service
20031	EE Type 1 Bo-Bo				in service
25059	BR/Sulzer Type 2 Bo-Bo				in service
37075	EE Type 3 Co-Co				in service
D0226 *Vulcan*	EE 0-6-0 DE prototype				in service

BAHAMAS LOCOMOTIVE SOCIETY, INGROW, KEIGHLEY & WORTH VALLEY RAILWAY.

British main line steam locomotives

1054	LNWR Coal Tank 0-6-2T			1888	in service
45596 *Bahamas*	LMS Jubilee 4-6-0			1936	under overhaul at Tyseley

Industrial steam locomotives

Nunlow	0-6-0T	H Clarke	1704	1938	awaiting overhaul
Tiny	0-4-0ST	Barclay	2258	1949	on display

LEEDS INDUSTRIAL MUSEUM, ARMLEY MILLS.

The Leeds Industrial Museum includes collections of textile machinery, railway equipment and heavy engineering.

The Grade II*-listed building housing the museum is located between the Leeds and Liverpool Canal and the River Aire, and was once the world's largest woollen mill, containing 18 fulling stocks and 50 looms, but closed as a commercial mill in 1969.

It was taken over by Leeds City Council and reopened as a museum of industrial heritage in 1982. The museum has an interesting collection of standard gauge and narrow gauge railway rolling stock. This collection was started in 1956 when the Leeds City Museum acquired Thomas Green 0-6-2ST *Barber* from the recently closed Harrogate gasworks railway.

Manning Wardle 0-6-0ST *Aldwyth* in the Leeds Industrial Museum in May 2015 before the disastrous flood in December. FOSLNRM

A short mixed gauge display line is installed at Armley, allowing some of the collection to run occasionally.

It also has the world's first commercially built diesel locomotive: 2ft 6in gauge Hudswell Clarke 2-6-2DM *Junin*, built in 1930. The locomotive exhibits are not currently on display after a serious flood in 2015.

Industrial steam locomotives

GWR 252	0-6-0			1855	(remains) dismantled, not on display
Elizabeth	0-4-0ST	H Clarke	1888	1958	stored
Hodbarrow	0-4-0ST	Hunslet	299	1882	on display Statfold
RAF No. 111 *Aldwyth*	0-6-0ST	M Wardle	865	1882	stored
Barber	2ft gauge 0-6-2ST	T Green	441	1908	in service N Tynedale
Jack	18in gauge 0-4-0WT	Hunslet	684	1898	in service, Statfold

Peckett 0-4-0ST *Fulstow* in service at Ludborough on the Lincolnshire Wolds Railway.

LINCOLNSHIRE WOLDS RAILWAY, LUDBOROUGH.

The one-and-a-half-mile section of line from Ludborough to North Thoresby is the only substantial part of the Great Northern Railway to see regular heritage-era steam passenger trains.

The line was once part of the GNR's main line from Grimsby to Peterborough and King's Cross, but passenger services ceased completely north of Boston in October 1970, although the line remained open to goods traffic from Grimsby to Louth, until finally closed in December 1980.

The Grimsby-Louth Group was formed to fight the closure of the line and became the Grimsby-Louth Railway Preservation Society, whose original goal was to preserve the 14-mile Grimsby to Louth line.

In 1984, the operating base at Ludborough was set up and trains started running north from Ludborough on an occasional basis, with the line gradually being extended.

The first passenger train arrived in North Thoresby's newly reopened station in 2009. Motive power has been predominantly industrial, but with occasional small main line visitors.

Trains run on summer Sundays and other dates throughout the year.

Industrial steam locomotives

701 *Spitfire*	0-4-0ST	Barclay	1964	1929	in service
Lion	0-4-0ST	Peckett	1351	1914	under overhaul
Fulstow	0-4-0ST	Peckett	1749	1928	in service
Zebedee	0-6-0T	RSH	7597	1949	under overhaul

Continental steam locomotive

1313	Swedish SJ B 4-6-0			1917	under restoration

BR diesel locomotive

D3167	Class 08 0-6-0DE				in service

VINTAGE CARRIAGES TRUST, INGROW, KEIGHLEY & WORTH VALLEY RAILWAY.

RIGHT: Hudswell Clarke 0-4-0ST *Lord Mayor* on display outside the Vintage Carriages Trust's museum at Ingrow on the Keighley & Worth Valley Railway.

Industrial steam locomotive

Lord Mayor	0-4-0ST	H Clarke	402	1893	on display

NER M Class 4-4-0 No. 1621 on display outside the Locomotion museum at Shildon.

LOCOMOTION, THE NATIONAL RAILWAY MUSEUM AT SHILDON, COUNTY DURHAM.

This museum was opened in October 2004 and is is a branch of the National Railway Museum, which is part of the Science Museum Group.

It houses exhibits from the National Collection in a new building and a historic site around the former workshop of Timothy Hackworth, which are joined by a short length of railway.

Built at a cost of £11.3million, the museum was opened on October 22, 2004 by then Prime Minister Tony Blair, and attracts around 200,000 visitors a year.

The museum is sited near Timothy Hackworth's Soho Works on the world's first passenger railway, the Stockton and Darlington Railway, opened on September 27, 1825 with a train hauled by *Locomotion No 1*, which took two hours to complete the 12-mile journey from Shildon to Darlington.

The original *Sans Pareil*, built by Hackworth to compete in the Rainhill trials on the Liverpool & Manchester Railway in 1829, is on display here.

The main museum building is home to several steam locomotives from the National Collection, including a replica of *Sans Pareil*, as well as the prototype experimental Advanced Passenger Train and the prototype English-Electric Deltic diesel.

British main line steam locomotives

Sans Pareil	S&DR 0-4-0	1829	on display
Bradyll	S&DR 0-6-0	1835	frames & wheels on display
790 *Hardwicke*	LNWR 2-4-0	1892	on display
49395	LNWR 0-8-0	1921	on display
5000	LMS 5MT 4-6-0	1935	on display
34051 *Winston Churchill*	SR BB 4-6-2	1946	on display
251	GNR C1 4-4-2	1902	on display
1247	GNR J52 0-6-0ST	1899	on display
1621	NER 4-4-0	1893	on display
4771 *Green Arrow*	LNER V2 2-6-2	1936	on display
Sans Pareil	replica S&DR 0-4-0	1980	on display

Overseas steam locomotive

390	3ft 6in-gauge Cape Government Railway Class 7 4-8-0	1896	on display

Industrial steam locomotives

Imperial No. 1	0-4-0F	Barclay	2373	1956	on display
Juno	0-6-0ST	Hunslet	3850	1958	on display
No. 44 *Conway*	0-6-0ST	Kitson	5469	1933	cosmetic restoration for Middleton
No. 15 *Eustace Forth*	0-4-0ST	RSH	7063	1942	in service loan from Foxfield
No. 77	0-6-0ST	RSH	7412	1948	under restoration

BR diesel locomotives

03090	Class 03 0-6-0DM	in service
08927	Class 08 0-6-0DE	in service
Deltic	EE Prototype Type 5 Co-Co	on display

British main line electric locomotive

26500	NER Bo-Bo electric	on display

SHILDON, CLASS G5 LOCOMOTIVE COMPANY, HACKWORTH INDUSTRIAL PARK.

This company was founded by a group of enthusiasts, to build a new NER O class 0-4-4T (LNER G5). Good progress has been made with the smokebox, door and chimney fitted to the frames, which have been assembled, together with all the major castings, cylinder blocks, drag box, bogie support, and horn guides.

The all-welded boiler is completely finished except for hydraulic testing.

The leading wheelset is complete, as is the rear of the cab, incorporating the bunker and rear water tank.

Replica main line steam locomotive

1755	NER G5 0-4-4T	under construction

Manning Wardle 0-6-0STs *Sir Berkeley* and *Matthew Murray* double-head a goods train on the Middleton Railway's Balm Road branch.

MIDDLETON RAILWAY, HUNSLET, LEEDS.

The Middleton Railway is the world's oldest continuously working public railway, having been founded in 1758, and has been running as a heritage railway since 1960.

The line started life as a waggonway to carry coal, one of the first to be built in the area, and the first to be authorised by an Act of Parliament.

Operated initially using horse-drawn waggons, in around 1799 the wooden tracks began to be replaced with superior iron-edge rails to a gauge of 4ft 1in.

In June 1960, the Middleton Railway became the first standard gauge railway to be taken over and operated by unpaid volunteers. Passenger services were initially operated for only one week, using an ex-Swansea and Mumbles Railway double-deck tram, hauled by a 1931 diesel locomotive, hired from the nearby Hunslet Engine Company. However, the volunteers of the Middleton Railway subsequently operated a freight service from September 1960 until 1983.

Regular operation of passenger services began in 1969. The railway operates passenger services at weekends and on public holidays over about one mile of track between its headquarters at Moor Road, Hunslet, Leeds, and Park Halt, on the outskirts of Middleton Park.

The Middleton Railway is home to a representative selection of locomotives built in the Hunslet area by the famous Leeds manufacturers of John Fowler; Hudswell Clarke; Hunslet; Kitson; and Manning Wardle.

An exhibition hall has been built to display the locomotives not currently in service.

On display in the Middleton Railway's exhibition hall are Hudswell Clarke 0-6-0T Manchester Ship Canal No. 67 (1369 of 1919) and Hunslet 0-6-0ST No. 2387 of 1941, which had been running as 0-6-0T *Thomas*, but has now been returned to authentic condition as *Brookes No. 1*.

British main line steam locomotives

1310	NER Y7 0-4-0T			1891	in service
Departmental No. 54	LNER Y1 4wVBT			1933	on display

Overseas steam locomotives

385	Danish DSB 0-4-0WT			1895	on display
Picton	2-6-2T	Hunslet	1540	1927	awaiting restoration

Industrial steam locomotives

No. 6 *Percy*	0-4-0ST	H Leslie	3860	1935	under restoration
Sir Berkeley	0-6-0ST	M Wardle	1210	1891	on display (loan VCT)
Matthew Murray	0-6-0ST	M Wardle	1601	1903	in service
Henry de Lacey II	0-4-0ST	H Clarke	1309	1917	on display
No. 67	0-6-0T	H Clarke	1369	1919	on display
Slough Estates No. 3	0-6-0ST	H Clarke	1544	1924	in service
Mirvale	0-4-0ST	H Clarke	1882	1955	on display
No. 11	0-4-0ST	Hunslet	1493	1925	under restoration
	0-4-0T	Hunslet	1684	1931	awaiting restoration
Brookes No. 1	0-6-0ST	Hunslet	2387	1941	in service
No. 44 *Conway*	0-6-0ST	Kitson	5469	1933	cosmetic restoration at Locomotion
	0-4-0ST	Peckett	2003	1941	cosmetic restoration at Ribble
	0-4-0ST	Peckett	2103	1950	on display

Main line diesel locomotive

1697 *John Alcock* (LMS 7051)	0-6-0DM	Hunslet	1933		on display

NATIONAL RAILWAY MUSEUM, LEEMAN ROAD, YORK.

The museum was opened by Prince Philip in 1975, coinciding with the 150th anniversary celebrations of the opening of the Stockton & Darlington Railway.

The museum is the largest museum of its type in Britain. It received more than one million visitors in its first year, and was favourably received by critics.

The National Railway Museum (NRM) forms part of the British Science Museum Group. It is the home of the National Collection of historically significant railway vehicles, telling the story of rail transport in Britain and its impact on society.

The collection is exhibited mostly in three large halls of the former NER locomotive shed next to the East Coast Main Line, north of York station.

The museum was established on its present site, in 1975, when it replaced the Museum of British Transport at Clapham and the York Railway Museum, set up by the LNER in 1928.

There are about 280 rail vehicles in the National Collection, with around 100 being at York at any one time, and the remainder divided between Locomotion at Shildon and other museums and heritage railways.

The earliest are waggonway vehicles of about 1815. The permanent display includes the popular 'Palaces on Wheels', a collection of Royal Train saloons. Among the locomotives on display are some of the best-known in the world, such as *Mallard* and *Flying Scotsman*.

There is also a 4-8-4 built in Britain for China and a Japanese bullet train leading vehicle, plus many thousands of railway relics of all shapes and sizes.

What became the Science Museum collection was begun in the 1860s by the Patent Office, whose museum included such early relics as *Puffing Billy*, Stephenson's *Rocket* and *Agenoria*, donated by their owners for preservation on withdrawal.

Preservation of redundant equipment by the railway companies themselves was extremely piecemeal; some pre-Grouping companies were better than others, but BR eventually inherited quite a good cross section of historic locomotives and coaches.

From 1880, J B Harper of the North Eastern Railway had been collecting historic material, much of which was exhibited on the occasion of the Stockton & Darlington centenary in 1925, and which then formed the basis of a museum opened at York by the LNER in 1928.

An official list of locomotives for preservation was compiled by the British Transport Commission in 1960, and many were stored in sheds and works throughout the country for many

Streamlined Pacifics LMS Princess Coronation No. 6229 *Duchess of Hamilton* and LNER A4 No. 4468 *Mallard* in the Great Hall of the National Railway Museum at York.

years after they were withdrawn.

Only when the new National Railway Museum was opened were places found for everything in the National Collection. By then, of course, private preservation had blossomed, and some National Collection engines had already been placed on loan to heritage lines or societies, in some cases with plans for steaming.

When the museum was opened in 1975, it unexpectedly returned several of its historic engines to steam for the Stockton & Darlington anniversary event, and pursued a policy for many years of displaying engines in steam as much as possible, a policy which continues today, with the museum's acquisition and overhaul of *Flying Scotsman* to continue running on the main line.

The NRM forms part of the British Science Museum Group and attracts 700,000 visitors in a typical year.

The main building was once a double roundhouse with two locomotive turntables. Concerns about the condition of the concrete roof structure brought major changes to the museum in 1990. The main building was completely re-roofed and reconstructed, retaining only one of the two original 1954 turntables, resulting in it no longer being a genuine original railway building.

Being main line connected, the locomotive exhibits at York are changed regularly, and locomotives in the National Collection are often loaned to various railways where they can be steamed.

British main line steam locomotives

Agenoria	Shutt End Railway 0-4-0			1829	on display
82 *Boxhill*	LBSCR A1 0-6-0T			1880	on display
214 *Gladstone*	LBSCR 0-4-2			1882	on display
737	SECR 4-4-0			1901	on display
245	LSWR 0-4-4T			1897	on display
3 *'Coppernob'*	Furness 0-4-0			1846	on display
673	MR 4-2-2			1897	on display
1008	LYR 2-4-2T			1880	on display
1275	NER 0-6-0			1874	on display
66 *Aerolite*	NER 2-2-4T			1869	on display
1	GNR 4-2-2			1870	on display
4003 *Lode Star*	GWR 4-6-0			1907	on display
C1	SR Q1 0-6-0			1942	on display
35029 *Ellerman Line*	SR MN 4-6-2			1959	on display sectioned
2500	LMS 4MT 2-6-4T			1934	on display
13000	LMS 2-6-0			1926	on display
6229 *Duchess of Hamilton*	LMS 4-6-2			1938	on display
4468 *Mallard*	LNER A4 4-6-2			1938	on display
60103 *Flying Scotsman*	LNER A3 4-6-2			1923	in main line service
92220 *Evening Star*	BR 9F 2-10-0			1960	on display
Rocket	L&MR 0-2-2 (replica)			1979	under overhaul

Overseas steam locomotive

KF7	Chinese CGR 4-8-4			1935	on display

Industrial steam locomotives

Bauxite No. 2	0-4-0ST	B Peacock	305	1874	on display
Frank Galbraith	4wVBT	Sentinel	9629	1957	on display

Narrow gauge steam locomotives

Pet	18in-gauge 0-4-0ST	LNWR		1865	on display
Wren	18in-gauge 0-4-0STT	LYR		1887	on display
Handyman	3ft-gauge 0-4-0ST	H Clarke	573	1900	on display

Main line diesel locomotives

7050	LMS 0-4-0DM				on display
D2860	Class 02 0-4-0DH				in service
08064	Class 08 0-6-0DE				in service
08911 *Matey*	Class 08 0-6-0DE				in service
09017	Class 09 0-6-0DE				in service
D8000	EE Type 1 Bo-Bo				on display
31018	Brush Type 2 A1A-A1A				on display
D6700	EE Type 3 Co-Co				in service
D200	EE Type 4 1Co-Co1				awaiting repairs
47798 *Prince William*	Brush Type 4 Co-Co				on display
D1023 *Western Fusilier*	Western Type 4 hydraulic C-C				on display
D9002 *King's Own Yorkshire Light Infantry*	EE Deltic Type 5 Co-Co				main line service

Electric locomotives

No. 1	NSR 4w battery electric			1917	on display
26020	Class 76 1500dc Bo-Bo			1951	on display
87001 *Stephenson*	Class 87 25kV Bo-Bo			1973	on display

NORTH TYNESIDE RAILWAY AND STEPHENSON RAILWAY MUSEUM, PERCY MAIN.

This railway runs along the alignment of various former colliery wagonways, which were later used by the Tyne and Wear Metro Test Centre; the museum and workshop building on Middle Engine Lane used to be the test facility.

The railway runs south for two miles from the museum to Percy Main on the River Tyne. The railway is operated by the North Tyneside Steam Railway Association, and the museum is managed by Tyne and Wear Museums on behalf of North Tyneside Council.

Once the Metro system opened in 1979, the test centre closed and the track infrastructure was dismantled, leaving only the shed.

From 1982-84 North Tyneside Council acquired the test sheds as the nucleus for a proposed transport museum dedicated to the railway pioneers George Stephenson and his son Robert.

A partnership was formed between Tyne and Wear Museums and the council to construct a steam railway rather than just a static transport museum.

The North Tyneside Steam Railway Association formed at the site, and from 1987 volunteers relaid a single track from the museum to Percy Main. The line was completed in 1989 and the first passenger trains ran in early 1991.

Peckett 0-6-0ST *Jackie Milburn 1924-1988* heads a passenger train away from Middle Engine Lane, near Percy Main, on the North Tyneside Railway. TREVOR GREGG

Industrial steam locomotives

Billy	0-4-0	RS	A4	1826	on display
Thomas Burt MP	0-6-0ST	Bagnall	2994	1950	under overhaul
A No. 5	0-6-0PT	Kitson	2509	1883	in service
Jackie Milburn 1924-1988	0-6-0ST	Peckett	1970	1939	in service
Ted Garrett JP DL MP	0-6-0T	RSH	7683	1951	on display

BR diesel locomotives

D2078	Class 03 0-6-0DM	in service
08915	Class 08 0-6-0DE	in service

TANFIELD RAILWAY, MARLEY HILL, COUNTY DURHAM.

The Tanfield Railway claims to be the oldest railway in the world still running trains on part of its original route.

The line has always been associated with industrial motive power. It was built by the Brandling Junction Railway and became part of the NER. Part of the route though is much older, running on a section of a former colliery wooden waggonway for three miles from East Tanfield to Sunniside, Gateshead.

The Tanfield Railway was originally built to transport coal from the collieries to the staithes on the River Tyne for loading into boats. The oldest part of the original waggonway, located to the north-east of the present heritage line, in the Lobley Hill area, dated from 1647, and was in continuous use until final closure in 1964.

Conversion of the horse-drawn waggonway to a conventional railway began in 1837. In 1881, it was converted to steam locomotive operation.

Locomotives were stabled at Bowes Bridge, near Sunniside, the top of a rope-worked incline from the staithes near Gateshead.

East Tanfield Colliery closed in 1964, and the railway, by this time owned by the National Coal Board, was closed and the track lifted.

Marley Hill engine shed was built in 1854 by the Pontop & Jarrow Railway, later known as the Bowes Railway, which crossed the NER's Tanfield branch on the level. The early years of the railway as a preservation project concentrated on Marley Hill.

RSH Austerity 0-6-0ST No. 49 and Hudswell Clarke 0-6-0ST *Renishaw Ironworks No. 6* at Marley Hill shed on the Tanfield Railway.

Passenger trains from Marley Hill to Sunniside started in July 1981. Andrews House station was completed in 1989, and the first train south to Causey was on July 27, 1991, with the first train to East Tanfield running in October 1992.

Marley Hill is believed to be the oldest operational locomotive shed in the world, and remained open until 1970. The vintage machinery in the workshop is still capable of full locomotive overhauls.

The extensive locomotive stock is industrial, mainly Tyneside-built, but many have remained unrestored since the 1970s. Small main line locomotives are often seen on gala weekends.

The carriage stock is mostly vintage four-wheelers, with the regular coal trains a unique feature of steam preservation.

Industrial steam locomotives

Tanfield	0-6-0ST	Bagnall	2779	1945	stored
	0-6-0ST	Barclay	1015	1904	under restoration
No. 6	0-4-2ST	Barclay	1193	1910	stored
No. 32	0-4-0ST	Barclay	1659	1920	under overhaul (off site)
Wellington	0-4-0ST	B Hawthorn	266	1873	under overhaul
City of Aberdeen	0-4-0ST	B Hawthorn	912	1887	cosmetic restoration
	0-4-0WT	Borrows	37	1898	stored
No. 3 *Enterprise*	0-4-0ST	Hawthorn	2009	1884	cosmetic restoration
Cyclops	0-4-0ST	H Leslie	2711	1907	stored
No. 2	0-4-0ST	H Leslie	2859	1911	in service
LH&JC 14	0-4-0ST	H Leslie	3056	1914	awaiting overhaul
Stagshaw	0-4-0ST	H Leslie	3513	1927	stored
Coal Products No. 3	0-6-0ST	H Leslie	3575	1923	stored
No. 32 *The Barra*	0-4-0ST	H Leslie	3732	1928	stored
Huncoat No. 3	F	H Leslie	3746	1929	stored
Renishaw Ironworks No. 6	0-6-0ST	H Clarke	1366	1919	under overhaul
Irwell	0-4-0ST	H Clarke	1672	1937	under overhaul
No. 38	0-6-0T	H Clarke	1823	1949	under restoration
No. 3 *Twizell*	0-6-0T	RS	2730	1891	in service
Hendon	0-4-0CT	RSH	7007	1940	stored
Lysaghts	0-6-0ST	RSH	7035	1940	under restoration
No. 49	0-6-0ST	RSH	7098	1943	under overhaul
Progress	0-6-0ST	RSH	7298	1946	stored
Sir Cecil A Cochrane	0-4-0ST	RSH	7409	1948	in service
No. 44	0-6-0ST	RSH	7760	1953	stored
No. 38	0-6-0ST	RSH	7763	1954	stored
No. 21	0-4-0ST	RSH	7796	1954	stored
No. 47	0-6-0ST	RSH	7800	1954	stored
No. 16	0-6-0ST	RSH	7944	1957	cosmetic restoration
No. 4	4wVBT	Sentinel	9559	1953	awaiting overhaul

Overseas steam locomotive

M2	3ft 6in-gauge	Tasmanian 4-6-2	awaiting restoration

NORTH YORKSHIRE MOORS RAILWAY, GROSMONT, NORTH YORKSHIRE.

Britain's most popular preserved steam railway runs on part of the Whitby & Pickering Railway, which was engineered by George Stephenson, and opened as early as 1835 as a horse-drawn line.

It became part of the North Eastern Railway, and in the early-1860s the NER decided to tackle the problems caused by the Beckhole incline. It obtained powers to build a deviation line, including a new station at Goathland, with this line opening on July 1, 1865.

The Beeching Report in 1963 recommended the closure of the remaining three railways serving Whitby. The Esk Valley branch line to Middlesbrough did survive, but on March 8, 1965 the Malton to Whitby line and the coast line to Scarborough were closed. The North Yorkshire Moors Railway began in 1967 as a small group of concerned local people who wished to see the Grosmont to Pickering line brought back to life, and and the railway reopened in 1973. It has become a huge undertaking.

At peak times, Grosmont is claimed to be the second busiest station in North Yorkshire, after York, with services also now running over the eight-mile section of Network Rail's Esk Valley line into Whitby, plus occasionally to Battersby.

Motive power has tended to be big, as trains regularly load to eight coaches, having to tackle gradients as steep as 1-in-49. Main line diesel locomotives are well-represented. Among the locomotives regularly used on the line are a number preserved by a separate organisation, the North Eastern Locomotive Preservation Group, which was initially successful in saving an NER P3 0-6-0, quickly followed by a T2 0-8-0, in 1967. It has increased its collection since then and regularly provides LNER K1 2-6-0 No. 62005 to power West Coast Railways' 'Jacobite' service from Fort William to Mallaig.

TOP: A busy scene on Britain's most popular heritage railway. LNER K4 2-6-0 No. 61994 *The Great Marquess* waits to leave Goathland station, while LNER B1 4-6-0 No. 61264 and LMS 'Black Five' 4-6-0 No. 45212 are on the rear of a northbound service. Goathland is well-known as Aidensfield in the Heartbeat TV series.

British main line steam locomotives

825	SR S15 4-6-0	1927	under overhaul
830	SR S15 4-6-0	1927	dismantled
841	SR S15 4-6-0	1936	dismantled
926 *Repton*	SR Schools 4-4-0	1934	in service
34101 *Hartland*	SR WC 4-6-2	reb 1960	under overhaul
44806	LMS 5MT 4-6-0	1944	awaiting overhaul
5428	LMS 5MT 4-6-0	1937	overhaul nearly complete
65894	NER P3 0-6-0	1923	in service
63395	NER Q6 0-8-0	1918	overhaul nearly complete
62005	LNER K1 2-6-0	1949	in main line service
1264	LNER B1 4-6-0	1947	in main line service
60007 *Sir Nigel Gresley*	LNER A4 4-6-2	1937	under overhaul at York
75029	BR 4MT 4-6-0	1954	under overhaul
76079	BR 4MT 2-6-0	1957	in service
80135	BR 4MT 2-6-4T	1956	under overhaul
80136	BR 4MT 2-6-4T	1956	in service
92134	BR 9F 2-10-0	1957	under restoration
3672 *Dame Vera Lynn*	WD 2-8-0	1944	awaiting overhaul

Industrial steam locomotives

LHJC 29	0-6-2T	Kitson	4263	1904	under overhaul
LHJC 5	0-6-2T	RS	3377	1909	awaiting overhaul
Lucie	0-4-0VBT	Cockerill	1625	1890	in service

BR diesel locomotives

D2207	Class 04 0-6-0DM	under overhaul
08495	Class 08 0-6-0DE	in service
08556	Class 08 0-6-0DE	in service
08850	Class 08 0-6-0DE	in service
4018	Class 08? 0-6-0DE	in service
D5032 *Helen Turner*	BR/Sulzer Type 2 Bo-Bo	under overhaul
D5061 *Ian Johnson*	BR/Sulzer Type 2 Bo-Bo	awaiting overhaul
D7628 *Sybilla*	BR/Sulzer Type 2 Bo-Bo	in service
26038 *Tom Clift*	BRCW/Sulzer Type 2 Bo-Bo	in service, loan from Bo'ness
37264	EE Type 3 Co-Co	under repair
D7628 *Sybilla*	BR/Sulzer Type 2 Bo-Bo	in service

NORTH INGS FARM MUSEUM, DORRINGTON, LINCOLNSHIRE. 2FT.

This is a working farm museum containing a narrow gauge railway, running on a quarter-mile circuit, originally built to serve the farm, but now giving public rides once a month in summer. The museum has agricultural machinery and tractors, commercial vehicles, portable steam pumps and a fairground organ. The steam locomotive was home-built.

No. 9 *Swift*	4wVBT	T Hall	1854901 1994	in service

TYNESIDE, GREAT EXHIBITION OF THE NORTH 2018.

British main line steam locomotive

Rocket	L&MR 0-2-2	1829	on loan from Science Museum

WEARDALE RAILWAY, WOLSINGHAM, COUNTY DURHAM.

This branch originally ran from Bishop Auckland to Wearhead in County Durham, a distance of 25 miles.

It was built as far as Frosterley from 1844-47, becoming part of the Stockton & Darlington Railway in 1857, and extended to Stanhope in 1862. The final extension to Wearhead was opened by the NER in 1895.

Passenger services ceased in 1953, leaving only freight services to Eastgate, a daily train serving the cement works.

Durham County Council promoted occasional passenger trains after 1983; this became a scheduled weekend-only summer service from 1988-92,

In March 1993, Lafarge decided to switch to road transport and the line closed, but the Weardale Railway preservation project was set up to start a steam service on the scenic western section. Large sums of public sector grant finance were obtained or pledged from various sources, and a depot and base of operations established at Wolsingham, with the station at Stanhope restored.

Steam services started in July 2004, using hired steam engines.

The project proved impossibly over-ambitious and perhaps inevitably suffered cashflow difficulties in 2005.

After the intervention of a community interest company, known as Ealing Community Transport (ECT), Weardale Railways Ltd resumed limited services on the line in August 2006, normally DMU operated, as steam services have never run regularly for any length of time. However, in 2008, ECT's railway operations were all bought by US company Iowa Pacific Holdings, through a new British company, British American Rail Services.

Network Rail completed the connection to the main line system at Bishop Auckland in early-September 2009 for a period of operation of commercial coal traffic.

Regular passenger services to Bishop Auckland started on May 23, 2010. The line currently runs 18 miles from Bishop Auckland to Eastgate, making it the fourth longest preserved standard gauge railway in Great Britain.

However, the regular services to Bishop Auckland were poorly patronised, and have ceased, and the railway normally runs only weekend diesel-railcar passenger services.

The diesel locomotives on the line are stored for or hired from main line operators, such as Harry Needle or Network Rail, but not main-line certified, although in some cases are serviceable and able to operate, but not technically preserved.

Brush Type 2 diesel No. 31190 near Wolsingham, on The Weardale Railway, during the line's Class 31 gala on April 21, 2018. NEVILLE WHALER

Industrial steam locomotive

40	0-6-0T	RSH	7765	1954	under repair

BR diesel locomotives

08699	Class 08 0-6-0DE	
08750	Class 08 0-6-0DE	
31106	Brush Type 2 A1A-A1A	in service
D5613	Brush Type 2 A1A-A1A	in service
31285	Brush Type 2 A1A-A1A	in service
31459	Brush Type 2 A1A-A1A	in service
31465	Brush Type 2 A1A-A1A	in service
31454	Brush Type 2 A1A-A1A	in store
31468	Brush Type 2 A1A-A1A	in store
31602	Brush Type 2 A1A-A1A	in store

Hudswell Clarke 0-6-0T *Samuel Fox Ltd No. 20* – on loan from the Llangollen Railway – arrives at Bedale station on the Wensleydale Railway on April 29, 2018. MAURICE BURNS

WENSLEYDALE RAILWAY, LEEMING BAR, NORTH YORKSHIRE.

The 40-mile Wensleydale line connected the East Coast Main Line at Northallerton with the Settle & Carlisle Line at Garsdale, but it closed to passenger services in stages in the 1950s and 60s. Eighteen miles of track were lifted between Redmire and Garsdale, but stone traffic from Redmire quarry to the British Steel plant at Redcar continued to use the remaining 22 miles from Northallerton to Redmire until December 1992.It was the 1989 reprieve of the Settle & Carlisle Line which led to the formation of the Wensleydale Railway Association in 1990, with the aim of running passenger services on the surviving 22-mile section, while campaigning for the reconstruction of the 18-mile missing link.

DMU services began in July 2003 over the 12-mile section between Leeming Bar and Leyburn, extended to Redmire in 2004. Services were aimed at commuters and shoppers as well as tourists. It is planned to run regular services into Northallerton in the near future and eventually extend the railway westwards towards Aysgarth Falls, but the regular traffic has never materialised to the extent envisaged, and the line is likely to be more tourist-orientated in future. As a late starter, there is no resident steam traction, and locomotives have to be hired as required. There is, however, a substantial main line diesel fleet, several owned by main line TOCs, but in service on the Wensleydale line.

British main line steam locomotive

92219	BR 9F 2-10-0			1960	awaiting restoration

Industrial steam locomotive

Samuel Fox Ltd No. 20	0-6-0T	H Clarke	1731	1942	in service, loan from Llangollen

BR diesel locomotives

03144	Class 03 0-6-0DM	awaiting repair
14029	Class 14 0-6-0DH	in service
D8169	EE Type 1 Bo-Bo	awaiting overhaul
25313	BR / Sulzer Type 2 Bo-Bo	awaiting overhaul
37250	EE Type 3 Co-Co	under overhaul
37674	EE Type 3 Co-Co	in service
47715 *Haymarket*	Brush Type 4 Co-Co	in service (owned by HNRC)
47785 *Fiona Castle*	Brush Type 4 Co-Co	awaiting restoration

Hudswell Clarke 0-4-0ST *Brown Bayley No. 7* on display outside the South Yorkshire Transport Museum at Aldwarke, Rotherham.

Peckett 0-4-0ST No. 1611 *Progress* at the former Beal station on the East Coast Main Line in Northumberland. ROBIN JONES

Robert Stephenson & Hawthorns 0-6-0T No. 7845 of 1955, carrying BR livery and numbered '67345', on display at the Dales Countryside Museum at Hawes station, North Yorkshire.

YORKSHIRE WOLDS RAILWAY, FIMBER, EAST YORKSHIRE.

In October 2008 the Yorkshire Wolds Railway Restoration Project was formed with the aim of restoring at least part of the Malton and Driffield railway line, becoming the only heritage railway in the East Riding of Yorkshire.

In 2012, the group gained planning permission to build a visitor centre, near to the site of the former Fimber and Sledmere station. The project acquired its first vehicle – a BR Mk.1 brake coach – and in 2013, the charity obtained its first locomotive, a General Electric 0-4-0 diesel shunter GECT5576. The Yorkshire Wolds Railway opened to the public on May 24, 2015. It has a visitor centre and 110 yards of demonstration track.

GEC 0-4-0 diesel No. 5576 *Sir Tatton Sykes* at Fimber Halt on the Yorkshire Wolds Railway.

Individual locomotives on display

BEAL, NORTHUMBERLAND.

Industrial steam locomotive

Progress	0-4-0ST	Peckett	1611	1923	on display

BRADFORD INDUSTRIAL MUSEUM, WEST YORKSHIRE.

Industrial steam locomotive

Nellie	0-4-0ST	H Clarke	1435	1922	on display

HAWES, DALES COUNTRYSIDE MUSEUM, NORTH YORKSHIRE.

Industrial steam locomotive

'67345'	0-6-0T	RSH	7845	1955	on display

PRESTON PARK, STOCKTON, CO DURHAM.

Industrial steam locomotive

Seaham Colliery No. 21	0-4-0VBCT	Head Wrightson		1870	on display

SOUTH YORKSHIRE TRANSPORT MUSEUM, ALDWARKE, ROTHERHAM.

Industrial steam locomotive

Brown Bayley No. 7	0-4-0ST	H Clarke	1689	1937	on display unrestored

Bassett-Lowke Atlantics *Sutton Belle* and *Sutton Flyer* on the Cleethorpes Coast Light Railway.

Steam locomotives

No. 1 *Sutton Belle*	4-4-2	Cannon	1933	under restoration
No. 2 *Sutton Flyer*	4-4-2	Cannon	1950	stored
111 *Yvette*	4-4-0	Craven EA	1946	under restoration
No. 24	2-6-2	Fairbourne 4	1990	in service
Effie	0-4-0TT	GNS 11	1999	in service
6284	2-8-0	Crome / Loxley	2009	in service
Bonnie Dundee	0-4-2	Kerr Stuart 720	1900	overhaul for Ravenglass
Prince of Wales/Mighty Atom	4-4-2	Bassett Lowke	1908	stored
Henrietta	7¼in-gauge 4-6-2	Jack Newbutt	1947	on display

CLEETHORPES COAST LIGHT RAILWAY, NORTH LINCOLNSHIRE. 1ft 3in.

The Cleethorpes Coast Light Railway began life as the Cleethorpes Miniature Railway in 1948, and ran for a distance of 300 yards near the sea front.

Smith/Keef 2-6-0TT *Bunty* on the Heatherslaw Light Railway. TREVOR GREGG

Steam locomotives

The Lady Augusta	0-4-2	B Taylor	1989	in service
Bunty	2-6-0TT	Heatherslaw/A Keef	2010	in service

The line was relocated and extended the following year, and between 1949 and 1971 ran southwards for 760 yards from Cleethorpes Town to Thrunscoe.

The line was extended at both ends in 1972: the northern terminus was relocated slightly closer to the town centre, while at its southern end it now ran as far as the zoo.

It became the Cleethorpes Coast Light Railway when it was privatised in 1991, and the new company renamed the termini Kingsway and Witts End. A new extension from Lakeside to Humberston North Sea Lane was opened in 2007, lengthening the railway from 1,150yds to 2,130yds.

In the 1960s, the line used battery locomotives. On being regauged in the 1970s, two Rio Grande steam-outline locomotives built by Severn Lamb were used.

Since being taken into private ownership, a variety of steam and diesel locomotives have been used.

This was followed by petrol-driven engines with a steam outline, although genuine steam locomotives are now in operation.

A National Lottery grant enabled the railway to acquire stock from the long-dismantled Sutton Miniature Railway in Sutton Park, Sutton Coldfield, all of which is currently housed in the old Sutton Miniature Railway locomotive shed, used as a museum, which forms an important collection of historic 15in-gauge and other miniature railway equipment.

In May 2014, the railway was sold to Cleethorpes Light Railway Limited.

The railway is operated by a fleet of seven steam locomotives and five diesel or petrol locomotives.

HEATHERSLAW LIGHT RAILWAY, CORNHILL-ON-TWEED, NORTHUMBERLAND. 1ft 3in.

Founded by the late Neville Smith, the The Heatherslaw Light Railway opened in 1989 on the Ford and Etal estate, the most northerly steam railway in England. It operates over a route from Heatherslaw to Etal Village, a return trip of 4½ miles.

The railway normally operates from March to October, with an hourly service.

The railway's principal locomotive from its opening has been an 0-4-2 named *The Lady Augusta*, built under contract by the workshops at the Ravenglass & Eskdale Railway, and which entered service in 1989.

There is a diesel, and a third locomotive, partially built by Neville Smith and completed by Alan Keef, named *Bunty*. *The Lady Augusta* became the spare loco when *Bunty* arrived in 2010. Another new diesel locomotive was built in 2015, but *Bunty* will remain the main passenger locomotive.

KIRKLEES LIGHT RAILWAY, CLAYTON WEST, WEST YORKSHIRE. 1ft 3in.

First opened on October 19, 1991, The Kirklees Light Railway runs over three miles of the trackbed of the Lancashire & Yorkshire Railway's 3½-mile Clayton West branch.

The line was closed to passengers in January 1983, although coal was still transported from Emley Moor Colliery to Elland power station until 1984, and tracklifting of the branch was not completed until 1986.

Around this time Brian and Doreen Taylor had established a miniature railway at Shibden Park in Halifax. This had become a great success, but Brian wanted to get his teeth into something bigger and began a search for somewhere to build a 15in-gauge railway.

Construction of the new railway started in 1990, following a joint application for a Light Railway Order between Kirklees Council and the Kirklees Light Railway Company.

All the locomotives used on the railway were built by Brian Taylor.

The line was originally one mile from Clayton West station, later extended to Skelmanthorpe in 1992, and again to a station at Shelley in 1997.

The journey gives views of Emley Moor transmitting station, passes through the ancient woodland of Blacker Wood, which is mentioned in the Domesday Book, and goes through the 511-yard Shelley Woodhouse Tunnel, the longest tunnel on any 15in-gauge line in Britain.

In the early-2000s, Brian and Doreen decided to retire and the railway was acquired in 2006 by Stately Albion.

With six locomotives, 12 coaches, a new engine shed and station building at Clayton West, the Taylors had laid solid foundations, but the new owners have continued to make improvements.

In 2015, the railway acquired the Guest 2-4-2 *Katie*, once a mainstay of the Fairbourne Railway in Wales.

Trevor Guest owned G & S Engineering & Maintenance Co Ltd, of Stourbridge. He became involved in railways in 1936 when he built locomotives and vehicles for the 10in-gauge line he built in the grounds of Dudley Zoo, which was later converted to 15in-gauge.

Guest locomotives and vehicles were extensively used on the 15in-gauge Fairbourne Railway from 1946.

Steam locomotives

Fox	2-6-2T	B Taylor	1987	in service
Badger	0-6-4ST	B Taylor	1991	in service
Hawk	0-4-4-0T	B Taylor	1998	in service
Owl	4w-4wT	B Taylor	2000	in service
7 *Katie*	2-2PH tram	B Taylor	1991	in service
Jay	4wDH	B Taylor	1992	in service
Katie	2-4-2	T Guest	1954	in service
Sian	2-4-2	Guest	1956	in service

Guest 2-4-2 *Katie*, once a mainstay of the Fairbourne Railway in Wales, in action at its new home, the Kirklees Light Railway. DAVE RODGERS

Peckett 0-6-0ST *Jurassic* at Walls Lane, on the Lincolnshire Coast Light Railway, in September 2017. It is about to haul its first public passenger train on the line, which originally ran in Cleethorpes.

LINCOLNSHIRE COAST LIGHT RAILWAY, SKEGNESS WATER LEISURE PARK. 2ft.

The Lincolnshire Coast Light Railway moved from Cleethorpes to Skegness. It was originally built in 1958 at Humberston, near Cleethorpes, where it operated until 1985, serving a genuine public transport need.

It was built by a group of enthusiasts who wished to preserve the stock and atmosphere of the Lincolnshire area potato railways using equipment from the Nocton Potato Estate railway.

It opened in 1960 using a Motor Rail Simplex petrol locomotive and a single open bogie carriage.

In 1961, the first steam locomotive arrived – Peckett 0-6-0ST *Jurassic*.

The passenger coach from the Sand Hutton Light Railway (closed to passengers in 1930) and two vehicles that had formerly run on the Ashover Light Railway were brought to the railway and restored.

Midweek traffic was adversely affected by the 1962 extension of the bus service to serve the Fitties holiday camp, but weekend and bank holiday traffic held up, and in 1964 the line was carrying 60,000 passengers a year.

In 1966 the railway was extended, and another steam locomotive arrived, *Elin*, although it was too heavy for the lightly laid track. In the early-1980s, as a condition of renewing the lease on the site, the council insisted on the installation of six-foot-high fences on both sides of the railway, which would have created an unpleasant cage like environment for passengers using the railway.

The railway closed at the end of the summer season in September 1985, and the track was lifted shortly afterwards.

The equipment was put into long-term storage, but eventually used to create a new railway at Skegness, which opened in May 3, 2009.

The Lincolnshire Coast Light Railway Historic Vehicles Trust restored the Peckett 0-6-0ST *Jurassic*, which entered service, complete with air brakes in September 2017.

Steam locomotive

Jurassic	0-6-0ST	Peckett	1008	1903	in service

LAKESHORE RAILROAD, SOUTH SHIELDS, TYNESIDE. 9½in.

Traction engine owner Jack Wakefield of Hetton-le-Hole and Don Proudlock operated a portable miniature railway at traction engine rallies and country fairs in the 1960s using locomotive *Mountaineer*, which they had acquired part-built from W L Jennings of Templecombe, and had completed.

They decided to build a permanent railway in the North East, and having found a site in South Shields, built the Lakeshore Railroad, which opened in 1972, running for just under a third of a mile around the boating lake,

The second locomotive, *Adiela*, was built by Messrs Bell and Burgoyne to run on the latter's Crowthorne Farm Railway in Berkshire.

After moving around other railways it ended up being dismantled, but was eventually bought by someone who started to rebuild it.

Jack and Don bought the part-rebuilt chassis, and after Jack's retirement, Don and new business partner Michael Henderson completed the rebuild.

The line is currently the only public, steam-worked 9½in-gauge railway in the UK.

Steam locomotives

Mountaineer	4-6-2	Jennings/Lakeshore		in service
Adiela	2-6-2	Bell/Burgoyne	1939 reb Henderson	in service
'Muizenberg Flyer'	4-6-2	Baxter, S Africa	1956	in service (loan)

Completed by North Bay Railway Engineering Services in 2016, 0-4-0ST *Georgina* heads a passenger train on the North Bay Railway at Scarborough, alongside Hudswell Clarke 1931-built, steam-outline, diesel-hydraulic Pacific No. 1931 *Neptune*. MARK SMITHERS

NORTH BAY RAILWAY, SCARBOROUGH, NORTH YORKSHIRE. 1ft 8in GAUGE.

Built in 1931 and diesel-operated from the outset, the North Bay Railway (NBR) has recently introduced its first steam locomotive, which the NBR has built itself.

This miniature railway runs for about seven-eighths of a mile between Peasholm Park and Scalby Mills, in the North Bay area of Scarborough.

The four diesel-hydraulics were constructed together in the same works. The first two have operated on the North Bay Railway since construction, but the other two were originally built for the Golden Acre Park in Leeds, and were eventually relocated to Scarborough in December 2006.

The railway was run by Scarborough Borough Council until 2007 when it was privatised.

In 2016, 0-4-0ST *Georgina*, the railway's first steam locomotive, was completed at the North Bay Railway Engineering Services' workshops and entered revenue-earning service over the Easter holiday.

It has proved to be very popular, with the workshops building another new steam locomotive and hoping to build more for other railways.

Robert Stephenson & Hawthorns 0-4-0ST No. 1 in steam at the private railway at Fulstow, Lincolnshire.

Steam locomotives

Georgina	0-4-0ST	N Bay	2016	in service
Edgar Replica Decauville	0-4-0T			under construction

THE SALTBURN MINIATURE RAILWAY, NORTH YORKSHIRE. 1ft 3in.

The railway opened in 1947 as a tourist attraction. During the 1980s the operation of the railway was taken over by an association of volunteer supporters and the railway was extended to half a mile. The whole project was completed in 2003.

There was only one serviceable locomotive on the railway, which had been in continuous service since 1953, and had been the principal engine continuously since 1953, but the association obtained a derelict diesel from Cleethorpes and rebuilt it. More importantly, this was followed by a part-built 4-4-2 steam engine, which has been completed and is now in service.

Steam locomotive

Blacklock R	4-4-2	1992 reb SMR	2015	in service

Private Sites

BOSTON, LINCOLNSHIRE.

Steam locomotive

No. 3 *Ursula*	0-6-0T	J Waterfield	1999	

BRADFORD

Industrial steam locomotive

Huntley & Palmers No. 1	0-4-0F	Bagnall	2473	1932

FULSTOW, LINCOLNSHIRE.

Industrial steam locomotive

No. 1	0-4-0ST	RSH	7680	1950	in service

MIDDLESBROUGH

Steam locomotives

Sinembe	2ft-gauge 4-4-0T	Bagnall	2287	1926	restored
A Boulle	2ft-gauge 4-4-0T	Bagnall	2627	1940	restored

RIPPINGALE STATION, LINCOLNSHIRE.

Industrial steam locomotive

Elizabeth	0-4-0ST	Avonside	1865	1922

BINBROOK, LINCOLNSHIRE.

Continental steam locomotive

1157	Finnish 5ft-gauge Tk3 2-8-0			1949

Hunslet 0-6-0ST *Cumbria* crosses the swingbridge in Preston docks on the Ribble Steam Railway.

North West

PRESERVED RAILWAYS, MUSEUMS AND CENTRES – STANDARD GAUGE

The story of railway preservation in the North West really starts with the saving of the 3ft-gauge Ravenglass & Eskdale Railway in 1915 and its conversion to 15in gauge as a tourist railway.

The transport system of the Isle of Man was and still is a museum piece in itself. The Isle of Man Railway closed in 1965, but was temporarily revived by the Marquis of Ailsa, only to close again, and only partially reopen under the island's Government ownership in 1977. The Manx Electric Railway and Snaefell Mountain Railway tram systems also had to be rescued by the Government. The end of BR standard gauge steam traction was played out in Lancashire in 1968, with one of the last three sheds becoming a steam centre when it closed. Carnforth was developed into Britain's premier base for operating main line steam railtours; it is a function it still serves today as the headquarters of the West Coast Railway Company.

Standard gauge heritage lines in the North West started with the Lakeside & Haverthwaite Railway in 1973, once closely linked to Steamtown at Carnforth, but what is now the premier standard gauge steam line in the North West; the East Lancashire Railway took until 1987 to run its first timetabled passenger train.

Crewe, one of the country's premier rail centres, has a heritage centre in part of the old locomotive works, but has recently entered a new phase as the operating base for Jeremy Hosking's main line steam operation.

As well as Crewe, Carnforth and Riley Engineering's base on the East Lancashire Railway all fulfil a vital role in keeping main line steam alive in Britain.

CREWE HERITAGE CENTRE, CHESHIRE.

The Crewe Heritage Centre was constructed on the site of the original Crewe locomotive works by Crewe and Nantwich Borough Council during 1986/87, and was officially opened by Her Majesty Queen Elizabeth II in July 1987.

The centre is home to three signalboxes: Crewe North Junction, Crewe Station A and Exeter West.

Since being rebuilt at Crewe, volunteers operate Exeter West on every weekend using a demonstration 1960s timetable. This includes the hectic summer Saturday service, which saw famous expresses such as the 'Cornish Riviera Express'.

As well as other locomotives, the last surviving prototype Advanced Passenger Train has been on display alongside the West Coast Main Line since 1992.

A cylinder and Caprotti valve gear from BR Standard 8P Pacific No. 71000 *Duke of Gloucester*, forms part of a permanent display.

There are occasional visiting locomotives, including steam engines being serviced during main line runs.

BR Diesel and electric locomotives

03070	Class 03 0-6-0DM	in service
37108	EE Type 3 Co-Co	under restoration
D1842	Brush Type 4 Co-Co	under overhaul
47712 *Lady Diana Spencer*	Brush Type 4 Co-Co	in service
87035	Class 87	on display
370 003/006	Prototype APT	on display

Prototype Advanced Passenger Train unit No. 373003 at the Crewe Heritage Centre.
FRED KERR

LMS 'Crab' 2-6-0 No. 13065 passes Burrs Country Park on the East Lancashire Railway.

British main line steam locomotives

813	PTR 0-6-0ST	1901	in service, loan from SVR
3855	GWR 2-8-0	1942	under restoration
6990 *Witherslack Hall*	GWR 4-6-0	1948	in service, loan from GCR
34092 *City of Wells*	SR WC 4-6-2	1949	in service
752	LYR 0-6-0ST	1896	under overhaul for KWVR
52322	LYR A class 0-6-0	1896	in service at Spa Valley
46428	LMS 2MT 2-6-0	1948	awaiting restoration
13065	LMS 'Crab' 2-6-0	1927	under repair
80097	BR 4MT 2-6-4T	1954	under restoration
92134	BR 9F 2-10-0	1957	under restoration

Industrial steam locomotives

NWGB No. 1	0-4-0ST	Barclay	1927	1927	on display
No. 32 *Gothenburg*	0-6-0T	H Clarke	680	1903	in service
No. 65 *Sapper*	0-6-0ST	Hunslet	3163	1944	in service, loan to Avon Valley

BR diesel locomotives

D2956	Class 01 0-4-0DM	in service
03062	Class 03 0-6-0DM	in service
07013	Class 07 0-6-0DE	awaiting overhaul
08164 *Prudence*	Class 08 0-6-0DE	in service
13594 (08479)	Class 08 0-6-0DE	in service
08944	Class 08 0-6-0DE	in service
09024	Class 09 0-6-0DE	in service
D9502 *Kerys*	Class 14 0-6-0DH	under restoration
D9531 *Ernest*	Class 14 0-6-0DH	in service
D9537 *Eric*	Class 14 0-6-0DH	in service
D8233	BTH? Type 1 Bo-Bo	under restoration
D5054 *Phil Southern*	BR/Sulzer Type 2 Bo-Bo	under overhaul
D7629	BR/Sulzer Type 2 Bo-Bo	in service
D5705	Metropolitan-Vickers Co-Bo	under restoration
33046	BRCW Type 3 Bo-Bo	spares
33109 *Captain Bill Smith RNR*	BRCW Type 3 Bo-Bo	in service
6536	BRCW Type 3 Bo-Bo	under overhaul
D7076	Hymek Type 3 B-B	in service
37109	EE Type 3 Co-Co	in service
37418	EE Type 3 Co-Co	hire to Colas
D832 *Onslaught*	Warship Type 4 B-B	in service
40012 *Aureol*	EE Type 4 1Co-Co1	in service, hire from Barrow Hill
40106 *Atlantic Conveyor*	EE Type 4 1Co-Co1	in service
40135	EE Type 4 1Co-Co1	in service, loan to SVR
40145	EE Type 4 1Co-Co1	under overhaul
45108	Peak Type 4 1Co-Co1	loan from MR-B
45135 *3rd Carabinier*	Peak Type 4 1Co-Co1	under overhaul
D1501	Brush Type 4 Co-Co	in service
47765 *Jimmy Milne*	Brush Type 4 Co-Co	in service, under restoration
50015 *Valiant*	Class 50 EE Type 5 Co-Co	in service
D1041 *Western Prince*	Western Type 4 C-C	under overhaul
56006	Class 56 Type 5 Co-Co	in service

EAST LANCASHIRE RAILWAY, BURY.

The East Lancashire Railway (ELR) only opened for regular passenger services in 1987, and is considered a late starter in preservation terms, but it can be considered the premier LMS heritage line, with its origins going back further than is generally realised. The railway geography of North Lancashire is complicated; Bury was at the crossroads of the L&Y's north-south Manchester to Accrington line and its east-west original East Lancashire line from Bolton to Rochdale. The 'new' ELR had its origins as long ago as 1970, but its plans came to nothing at first, and it was only in 1982, when BR finally stopped running coal trains north of Bury to Rawtenstall, that a suitable length of line became available. The ELR began services from Bolton Street station at Bury, as far as Ramsbottom, in July 1987, extending to Rawtenstall in 1991.

There had always been an intention to extend the line by turning through 90° to the east, south of Bolton Street, to gain the route to Castleton, where connections could be made with Network Rail's Calder Valley main line.

The track was upgraded for passenger services to run as far as Heywood, where a station was built, giving a 12-mile, 'L-shaped' run from September 2003.

Motive power on the line has been very varied, with many hired visiting engines, boosted by the fleet of main line steam locomotives operated by Riley & Son (Engineering) Ltd, originally from its base at Bury, but now from Heywood.

EDEN VALLEY RAILWAY, WARCOP, CUMBRIA.

The South Durham & Lancashire Union Railway, between Barnard Castle and Tebay, opened to passenger traffic in August 1861, and became part of the Stockton & Darlington Railway, later the NER. Passenger traffic ended in 1962, but trains still ran from Appleby to a quarry at Kirkby Stephen until 1974, and occasional trains as far as the MoD site at Warcop until 1989.

In 1995, the Eden Valley Railway Society was formed with the aim of reinstating services on the line.

Services resumed in 2006 between Warcop and Sandford, with an extension being opened in 2013, giving a current running line of almost 2¼ miles.

The railway operates passenger trains from March to September on weekends and Bank Holidays, and some weekday workings in summer.

Most trains are formed of DMU or EMU stock, but there are main line and industrial diesels on site.

LEFT: SR Diesel Multiple Unit No. 205009, which is the mainstay of services on the Eden Valley Railway. FRED KERR

BR diesel locomotives

37042	EE Type 3 Co-Co	in service
47799	Brush Type 4 Co-Co	in service

LAKESIDE & HAVERTHWAITE RAILWAY, HAVERTHWAITE, CUMBRIA.

The Furness Railway (FR) had an eight-mile branch from its main line from Carnforth around the Cumbrian coast, which ran from Plumpton Junction to the south end of Lake Windermere.

The FR bought the Windermere steamers and enjoyed some profitable years from the tourist traffic, but the line was closed to passengers by BR in September 1965, although freight continued to Haverthwaite and Backbarrow until April 1967.

The branch had all the ingredients of a successful steam tourist railway, and various local businessmen formed the Lakeside Railway Estates Company to pursue this aim.

Unfortunately, the Lake District Planning Board wanted to convert the trackbed of the Haverthwaite to Lakeside section into a footpath, and BR was obliged to consider this proposal in preference to that of the Lakeside Railway company.

Having persuaded the planning board to withdraw its opposition to the railway, the trunk road authorities then made it known they wished to use large sections of the trackbed for improvements to the A590 trunk road.

They were prepared to build a couple of bridges to avoid obliterating the line completely, but only if the railway company paid for them. The company clearly could not afford this and abandoned the scheme.

Most of the preservationists gave up at this stage and concentrated their efforts elsewhere, but two of the company's directors formed the Lakeside and Haverthwaite Railway Company Ltd, feeling it was still worth trying to save the northern 3½-mile section from Haverthwaite to Lakeside.

The rest of the branch was lost under the road improvements, but at least Haverthwaite station and its site remained intact.

The line reopened on May 2, 1973, the reopening train being headed by two LMS Fairburn 4MT 2-6-4Ts – Nos. 2073 and 2085. These unique engines have formed the backbone of the main line locomotive fleet since, although industrial power has inevitably predominated, being more economical for a relatively short line.

Bagnall 0-6-0ST *Princess* near Newby Bridge on the Lakeside & Haverthwaite Railway.

British main line steam locomotives

42073	LMS 4MT 2-6-4T			1950	in service
42085	LMS 4MT 2-6-4T			1951	under overhaul
46441	LMS 2MT 2-6-0			1950	under restoration

Industrial steam locomotives

Princess	0-6-0ST	Bagnall	2682	1942	in service
Victor	0-6-0ST	Bagnall	2996	1951	in service
No. 10 *(Thomas)*	0-6-0T	Barclay	1245	1911	in service
No. 1 *David*	0-4-0ST	Barclay	2333	1953	under overhaul
No. 11 *Repulse*	0-6-0ST	Hunslet	3698	1950	in service

BR diesel locomotives

D2072	Class 03 0-6-0DM	in service
D2117 No. 8	Class 03 0-6-0DM	in service
20214	EE Type 1 Co-Co	in service
D5301	BRCW/Sulzer Type 2 Bo-Bo	in service

LIVERPOOL, MUSEUM OF LIVERPOOL.

The Museum of Liverpool aims to tell the story of Liverpool and its people, and reflect the city's global significance.

The museum is situated on the waterfront at the Pier Head. It was opened to the public in 2011.

Among the railway exhibits are Liverpool & Manchester Railway 0-4-2 *Lion* and a Liverpool Overhead Railway coach.

Other locomotives are in storage, pending eventual exhibition.

Liverpool & Manchester Railway 0-4-2 *Lion* on display in the Museum of Liverpool, along with a coach from the Liverpool Overhead Railway. ROBIN JONES

British main line steam locomotive

Lion	L&MR 0-4-2	1838	on display

Visiting Manchester-built LSWR 2-4-0WT No. 30587, with the replica L&MR 2-4-0 *Planet* and Class 77 Co-Co electric No. 1505, at Liverpool Road. TERRY EYRES

MUSEUM OF SCIENCE AND INDUSTRY, LIVERPOOL ROAD, MANCHESTER.

This museum is situated on the site of the world's first inter-city railway station – Manchester Liverpool Road – which opened as part of the Liverpool and Manchester Railway in September 1830.

In 1978, the Greater Manchester Council bought the earliest part of the former Liverpool Road Station from British Rail, which had been closed to goods traffic in 1975. The museum opened at this site in September 1983, and later expanded to include the whole of the former station. The museum is devoted to the development of science, technology and industry, with extensive displays on the theme of transport, including locomotives and rolling stock built in Manchester by Beyer Peacock.

The museum offers steam train rides at weekends and on bank holidays, although the recent construction of Manchester's Ordsall chord by Network Rail has drastically shortened the running line.

Among the variety of Manchester-built locomotives on display at the Manchester Museum of Science and Industry at Liverpool Road station are Pakistan Railways SPS 4-4-0 No. 3157 and EM2 Co-Co electric No. 1505 *Ariadne* in Nederlandse Spoorwegen livery.

British main line steam locomotives

Planet	L&MR 2-2-0	1992 (replica)	on display
Novelty (replica)		1929	on display

BR main line electric locomotive

1505 (27001) *Ariadne*	EM2 Co-Co	on display NS livery

Overseas steam locomotives

2352	3ft 6in-gauge South African SAR GL 4-8-2+2-8-4	1930	on display
3157	5ft 6in-gauge Pakistan PR 4-4-0	1911	on display

Industrial steam locomotives

Agecroft No. 1	0-4-0ST	RSH	7416	1948	in service

3ft 6in-gauge steam locomotive

No. 3 *Pender*	IOMR 2-4-0T	B Peacock	1255	1873	sectioned

STAINMORE RAILWAY, KIRKBY STEPHEN EAST, CUMBRIA.

Kirkby Stephen once had two stations: Kirkby Stephen West being on the Settle & Carlisle line and Kirkby Stephen East station, much nearer to the town, was on the South Durham & Lancashire Union Railway, between Barnard Castle and Tebay.

The latter opened to passenger traffic in August 1861, and became part of the Stockton & Darlington Railway, later the NER.

The station closed to passengers in 1962, but the line stayed open for freight until 1974. The station site, complete with substantial buildings, was bought by Stainmore Properties Ltd in 1997 after it had been used as a bobbin factory, and Stainmore Railway Company volunteers have worked over the years to develop a heritage centre and an operational railway.

Trains run on selected weekends over a short length of line from the station, with steam power when possible.

Yorkshire Engine Co 0-4-0DH No. 305 at Kirkby Stephen East on the Stainmore Railway.

British main line steam locomotive

910	NER 2-4-0			1875	on display

Industrial steam locomotive

FC Tingey	0-4-0ST	Peckett	2084	1948	in service

RIBBLE STEAM RAILWAY, PRESTON DOCKS, LANCASHIRE.

The Ribble Steam Railway (RSR) runs along part of the LNWR's docks branch from Preston station. Bitumen trains still use the branch during the week with the RSR running its trains at weekends.

It is relatively new as a heritage line, and its origins lie with the Steamport Railway Museum at Southport, which closed in 1999. This left a large collection of locomotives looking for a new home.

Preston Docks, which once had a large railway network, was chosen as the new location.

The new site was redeveloped with new large workshops, platforms and a museum. The first building to open was the workshop in 2001, with a museum completed in 2004. With one of the largest collections of locomotives in Britain, the railway opened to the public on September 17, 2005.

Although relatively short it is one of Britain's most unusual heritage lines, and does see main line motive power on occasions.

Even main line railtours are able to operate to Preston Riverside.

ABOVE RIGHT: LYR 'Pug' 0-4-0ST No. 18 and LNWR 0-4-0ST No. 1439 on display in the Ribble Steam Railway's exhibition hall.

Hudswell Clarke 0-6-0ST '*The Pilling Pig*' on display at Knott End caravan park.

Peckett 0-4-0F No. 1 (2155 of 1955) on display by the Cadishead bypass, near Irlam, Manchester.
ALISTAIR GRIEVE

British main line steam locomotives

1439	LNWR 0-4-0WT	1865	on display
18	LYR 'Pug' 0-4-0ST	1910	on display
20	FR 0-4-0	1863	on display at Locomotion
5643	GWR 0-6-2T	1925	in service, on loan to Embsay
4979 *Wootton Hall*	GWR 4-6-0	1930	awaiting restoration
72	SR USA 0-6-0T	1943	under overhaul

Industrial steam locomotives

Lucy	0-6-0ST	Avonside	1568	1909	on display
MDHB No. 26	0-6-0ST	Avonside	1810	1918	on display
Joan	0-6-0ST	Avonside	1883	1922	awaiting restoration
Courageous	0-6-0ST	Bagnall	2680	1942	in service
Glenfield	0-4-0CT	Barclay	880	1902	on display
John Howe	0-4-0ST	Barclay	1147	1908	in service
Efficient	0-4-0ST	Barclay	1598	1919	on display
Niddrie	0-6-0ST	Barclay	1833	1924	awaiting restoration
Alexander	0-4-0ST	Barclay	1865	1926	on display
Heysham No. 2	0-4-0F	Barclay	1950	1928	on display
JN Darbyshire	0-4-0ST	Barclay	1969	1929	on display
British Gypsum No. 4	0-4-0ST	Barclay	2343	1953	on display
The King	0-4-0WT	Borrows	48	1906	on display
Windle	0-4-0WT	Borrows	53	1909	on display
	0-4-0ST	G Ritchie	272	1894	in service, at Telford
No. 21 *Linda*	0-6-0ST	H Leslie	3931	1938	in service
No. 4 *Kinsley*	0-6-0ST	Hunslet	1954	1939	on display
	0-6-0 (rebuilt from 0-6-0ST)	Hunslet	2890	1943	in service
Walkden	0-6-0ST	Hunslet	3155	1944	under repair
Respite	0-6-0ST	Hunslet	3696	1950	under overhaul
No. 193 *Shropshire*	0-6-0ST	Hunslet	3793	1953	under overhaul
Cumbria	0-6-0ST	Hunslet	3794	1953	loan to Embsay
Glasshoughton No. 4	0-6-0ST	Hunslet	3855	1954	on display
Daphne	0-4-0ST	Peckett	737	1899	unrestored
Fonmon	0-6-0ST	Peckett	1636	1924	on display
Caliban	0-4-0ST	Peckett	1925	1937	under restoration
Hornet	0-4-0ST	Peckett	1935	1937	on display
	0-4-0ST	Peckett	1999	1941	on display
John Blenkinsop	0-4-0ST	Peckett	2003	1941	on display
Agecroft No. 2	0-4-0ST	RSH	7485	1948	on display
Gasbag	0-4-0VBT	Sentinel	8024	1929	on display
St Monans	4wVBT	Sentinel	9373	1947	under overhaul

BR diesel locomotives

D2148	Class 03 0-6-0DM	in service
03189	Class 03 0-6-0DM	under overhaul
D2595	Class 05 0-6-0DM	in service
D9539	Class 14 0-6-0DH	in service

Locations with individual engines on display

CADISHEAD BYPASS, IRLAM, MANCHESTER.

1	0-4-0F	Peckett	2155	1955	on display

KNOTT END, FOLD END CARAVAN PARK, LANCASHIRE.

'The Pilling Pig'	0-6-0ST	H Clarke	1885	1955	on display

ST HELENS, NORTH WEST MUSEUM OF ROAD TRANSPORT, LANCASHIRE

Industrial steam locomotive

Daphne	0-4-0ST Peckett	737	1899	awaiting restoration

Beyer Peacock 2-4-0T No. 10 *GH Wood* at Santon on the Isle of Man Steam Railway.

ISLE OF MAN STEAM RAILWAY, DOUGLAS, ISLE OF MAN. 3ft 6in.

The preserved part of the Isle of Man Railway (IMR) now runs for 15 miles from Douglas to Castletown and Port Erin. It is all that remains of what was a much larger network of more than 46 miles that also served the western town of Peel, the northern town of Ramsey, and the small mining village of Foxdale.

The line from St John's to Ramsey, on the Douglas to Peel line, was opened in 1879 by the Manx Northern Railway, which was taken over by the IMR in 1904.

With no modernisation and limited traffic available, it was inevitable the island's railway system would be closed, but it managed to struggle on into the 1960s, but with an ever-reducing level of services.

The whole system closed after the 1965 season, but was briefly revived when the Marquess of Ailsa obtained a lease and reopened all three routes in 1967. However, it could not last and both the Peel and Ramsey lines shut following the 1968 season. Ailsa decided to concentrate on passenger services on the South Line for three more seasons until he took the option to end his lease at the end of the 1971 season.

The Peel, Ramsey and Foxdale lines were lifted in 1975, but the IMR operated services between Douglas and Port Erin again from 1972. However, in 1975, the Port Erin line operated only from there to Castletown, but it was found half a railway made twice the loss. The Government sponsored a short extension of the service from Castletown to Ballasalla in 1976, and, after extensive campaigning, the railway returned to Douglas in 1977.

However, the railway was nationalised in 1978, and has continued to be operated only during the summer months. It still uses the original locomotives and rolling stock, and there is little modern about the Isle of Man Steam Railway.

Bill Jackson was appointed the first manager. During his time in office much progress was made, although not liked by preservationists and supporters, including the loss of the large railway yard at Douglas.

Different managers brought different ideas and management styles.

All but one of the railway's distinctive locomotives were built by Beyer Peacock of Manchester between 1873 and 1926, with 16 steam locomotives in total.

As a rule, there are now normally four locomotives in traffic.

An ongoing restoration programme for the unique collection of rolling stock and locomotives is in place; this has seen most recently two saloon-type coaches completely rebuilt and back in traffic, and will be followed by at least a further three coaches being restored, one of which has been out of traffic for nearly half a century.

Five new steam engine boilers have been ordered, to be manufactured by the Severn Valley Railway at Bridgnorth.

Steam locomotives

No. 1 *Sutherland*	2-4-0T	B Peacock	1253	1873	withdrawn
No. 4 *Loch*	2-4-0T	B Peacock	1416	1874	withdrawn
No. 5 *Mona*	2-4-0T	B Peacock	1417	1874	stored
No. 8 *Fenella*	2-4-0T	B Peacock	3610	1894	in service
No. 9 *Douglas*	2-4-0T	B Peacock	3815	1896	stored
No. 10 *G H Wood*	2-4-0T	B Peacock	4662	1905	awaiting overhaul
No. 11 *Maitland*	2-4-0T	B Peacock	4663	1905	under overhaul
No. 12 *Hutchinson*	2-4-0T	B Peacock	5126	1908	in service
No. 13 *Kissack*	2-4-0T	B Peacock	5382	1910	in service
No. 15 *Caledonia*	MNR 0-6-0T	Dubs	2178	1885	under overhaul

Port Erin Museum.

No. 6 *Peveril*	2-4-0T	B Peacock	1524	1875	on display
No. 16 *Mannin*	2-4-0T	B Peacock	6296	1926	on display

BROOKSIDE MINIATURE RAILWAY, POYNTON, CHESHIRE. 7¼in.

The Brookside Miniature Railway first opened as a 5in-gauge line in 1972, but was changed to its present gauge in 1989. In 1999, when the railway extended to the other side of the garden centre, it gave a much longer run.

In 2007, the line extended once again to include a new circuit at the back of the centre.

Trains are pulled by a variety of steam and internal combustion engines.

There is a museum inside the station building and a Midland Railway signalbox.

Larger motive power was required and five steam engines were bought from the Exmoor Steam Railway.

Steam locomotives

Jane	0-4-2T	Exmoor	307	2000
Jean	0-4-2T	Exmoor	309	2000
Billy May	2-4-2T	Exmoor	310	2000
Amy Louise	0-4-2	Exmoor	314	2003
Jeremy	0-4-2T	Exmoor	339	2010

GROUDLE GLEN RAILWAY, NR LAXEY, ISLE OF MAN. 2ft.

The Groudle Glen Railway was built in the late-Victorian era in response to increasing demand for transportation down the glen, on the coast north of Douglas, following the opening of the Manx Electric Railway.

The headland was developed, with a zoo being created. The railway opened on May 23, 1896 with one engine, called *Sea Lion*, and three coaches.

The line became so popular a further engine – *Polar Bear* – and additional coaching stock was bought. The railway operated successfully until the First World War, when all services ceased and the zoo was closed. After the line reopened, there was an unsuccessful experiment with the use of battery-powered engines. The railway closed again during the Second World War, and the zoo closed permanently this time.

There were sporadic operations after the war, but 1962 proved to be the final season, and the railway became a footpath.

By the late-1960s *Polar Bear* was sold as an operating exhibit at Amberley Working Museum, West Sussex. *Sea Lion* first went to Kirk Michael railway station as a static museum piece, before going to Loughborough.

In 1982 though, the Isle of Man Steam Railway Supporters' Association launched a plan to restore the Groudle Glen Railway, and work began. The railway was officially reopened on May 23, 1986 and in September 1987, *Sea Lion* returned. An extension, returning the line to its original three-quarter-mile length was opened in July 1992.

The line is now owned and operated by a small group of volunteers and operates on summer Sundays.

Bagnall 2-4-0T *Sea Lion* at Lhen Coan station on the Groudle Glen Railway. BAHNFRIEND

Sea Lion remains in regular traffic and is supplemented by a further replica steam locomotive, built locally, two diesels and a replica battery-electric vehicle. In recent years there have been several visitors, including *Polar Bear*, from Amberley, on four occasions.

Brown Bear is a new 2-4-0T – a replica of *Polar Bear* –which is being built by the railway's volunteers on site.

Steam locomotives

Sea Lion	2-4-0T	Bagnall	1484	1896	in service
Annie	0-4-2T	R Booth	1997		in service
Brown Bear	2-4-0T	Groudle Glen			under construction

Car No. 1 on the Manx Electric Railway at Laxey.

MANX ELECTRIC RAILWAY, DOUGLAS, ISLE OF MAN. 3ft.

The 17-mile Manx Electric Railway runs from Douglas to Ramsey on the east coast of the Isle of Man.

It connects with the Douglas Bay Horse Tramway at its southern terminus at Derby Castle, and with the Snaefell Mountain Railway at Laxey.

The line runs alongside the roadside for the first few miles from Douglas and is electrified using overhead line at 550 volts DC. It generally only operates in summer. Originally, the service was provided by about 24 closed motor tramcars and the same number of open trailers.

The earliest of these date from 1893 and two of the three cars that opened the line in 1893 are still in use, and are the oldest electric trams at work on their original line in the world.

The first section opened in 1893. In 1957, along with the Snaefell Mountain Railway, it was acquired by the Isle of Man Government.

A government board was formed to manage both lines.

The section between Laxey and Ramsey has been controversially closed twice, firstly in 1977, but reopened later in the year after a public outcry.

In summer 2008, a report commissioned by the Isle of Man Government, stated the line was unsuitable for passenger service in the near future. Tynwald agreed to spend nearly £5million on track replacement.

SNAEFELL MOUNTAIN RAILWAY, LAXEY, ISLE OF MAN. 3ft 6in.

The Snaefell Mountain Railway is a mountain railway which connects with the Manx Electric Railway at Laxey, and runs for five miles to the summit of Snaefell, at 2,034 feet above sea level the highest point on the island.

It is electrified, using overhead wires at 550 volts DC with bow collectors, and uses a Fell Incline Railway System centre rail for braking on the steep gradients.

All passenger traffic is carried in five wooden-bodied electric railcars, built in 1895. The railway is owned and operated by Isle of Man Heritage Railways, a department of the Isle of Man Government. It was acquired by the Government in 1957.

There have been unfortunate incidents on the line. On August 4, 2017, Car No. 2 suffered brake failure on the descent.

The crew was eventually able to stop the vehicle after the restart of the Fell-rail section. The speed limit was reduced following reports trams were not adhering to the new speed limit, but the Snaefell Mountain Railway was closed on September 25, 2017 after reports speed limits were not being adhered to.

The line reopened in spring 2018.

Car No. 1 on the Snaefell Mountain Railway. MALCOLM RANIERI

LEFT: The 'Train from Spain': Krauss Pacific No. 8457 was bought in 2017 from Barcelona, and had not steamed since 1932. The Ravenglass & Eskdale Railway returned it to steam in 2018, and now named *Whillan Beck*, it is seen at the eastern terminus of Dalegarth.

GREAT LAXEY MINE RAILWAY, LAXEY, ISLE OF MAN. 1ft 7in.

The Great Laxey Mine Railway was originally constructed to serve a lead mine in Laxey, which had an extensive system of mine shafts and tunnels, and descended to a depth of 2,200 feet.

A railway was provided from 1823 to transport ores from the mine shafts to the external washing floors and mine yards. The railway was originally hand-operated, with miners pushing small wagons, then from 1827 pit ponies were used, but two tiny 0-4-0 steam locomotives – *Ant and Bee* – were delivered from Stephen Lewin in 1877. They were only 3ft wide, to fit within the adit.

The mine closed in 1929, and in 1935 all of the railway above ground, including the locomotives and rolling stock, were scrapped. In the 1970s it was discovered parts of the underground section of the railway were still intact, and in one tunnel an entire train of six open ore wagons was found. The wagons were returned to ground level and restored. The volunteers restored the railway's works and locomotive shed and relaid the original route in time for reopening in 2004.

Trains on the restored line originally departed from the engine sheds, but in 2006 the original station site at the Valley Gardens was cleared, and the two-platform station was restored,

Great Northern Steam 0-4-0s *Ant* and *Bee* at Great Laxey. GLMR

with the track relaid on the original formation. By 2006 the running line extended to a quarter-mile in length.

Replicas of both locomotives were constructed for the reopening of the line.

There is also a battery-electric locomotive named *Wasp*, which had worked in a mine in Cornwall.

Steam locomotives:

Ant	0-4-0	GNS 20	2004 reb AK 2007	in service
Bee	0-4-0	GNS 21	2004 reb GLMR 2009	in service

LAKESIDE MINIATURE RAILWAY, SOUTHPORT, LANCASHIRE. 1ft 3in.

The Lakeside Miniature Railway is one of many miniature railways opened in the early-1900s. It ran under Southport Pier, with the round trip covering 1,500 yards. The railway was built in 1911, using materials provided by Bassett-Lowke, and claimed to be the oldest continuously running 15in-gauge railway in the world, the Rhyl Miniature Railway having closed during the Second World War.

Larger Bassett-Lowke steam engines were acquired as traffic increased, but in 1948 the railway's owner built a petrol-electric Pacific, styled like a Gresley A4. This signalled the end of steam power and the line is now purely internal combustion.

There have been several changes of ownership and in 2001 it was acquired by Don Clark. Pleasureland Southport bought the line in 2016, but it was forced to close because of the state of the track. It reopened in 2017, but with only one working locomotive.

RAVENGLASS & ESKDALE RAILWAY, CUMBRIA. 1ft 3in.

The original Ravenglass and Eskdale Railway was a 3ft-gauge line opened in May 1875 to transport hematite iron ore from mines around Boot to the Furness Railway standard gauge line at Ravenglass. It ran for seven miles from Ravenglass on the Cumbrian Coast Line to Dalegarth, near Boot, in the valley of Eskdale.

Passengers were carried until November 1908, making it the first public narrow gauge railway in England. After being declared bankrupt in 1897, the line finally closed in April 1913 because of a decline in demand for iron ore.

However, in 1915, two model makers – Wenman Joseph Bassett-Lowke and Robert Proctor-Mitchells – converted the line to the 15in gauge that it is today, and the first train operated over the regauged line on August 28, 1915.

By 1917, the entire line had been converted and trains were running along the whole length. Initially, services were operated using the Bassett-Lowke-built 4-4-2 *Sans Pareil*. Rolling stock was augmented from Sir Arthur Heywood's Duffield Bank line, following his death in 1916. These included the 0-8-0 locomotive *Muriel*, whose frames and running gear were rebuilt as *River Irt*.

In 1946, the line was bought by the Keswick Granite Company, but quarrying at Beckfoot finished in 1953, leaving the line dependent on passenger traffic. From 1958, attempts were made to sell the line, and it was expected if these failed then the line would close at the end of the 1960 season. In the event, the railway was sold by auction in September of that year.

Local people and railway enthusiasts had formed the Ravenglass and Eskdale Railway Preservation Society to save the line, with financial backing by Sir Wavell Wakefield, MP for Marylebone and owner of the Ullswater Steamers.

The railway was owned and operated by a private company, with the backing of the preservation society, an arrangement that is still in place.

The preserved line was a success, but with an increased timetable, was short of motive power. The preservation society raised funds to build a third steam locomotive, 2-8-2 *River Mite*, which entered service in 1967.

In the early-1970s it became apparent that with passengers rising another locomotive was required. This time the company constructed the locomotive itself – 2-6-2 *Northern Rock*. Diesel locomotives have also been constructed.

The Ravenglass & Eskdale Railway's original engine: 1894-built 0-8-2 *River Irt* arrives at Ravenglass, passing 2005-built diesel-hydraulic *Douglas Ferreira*.

Other significant locomotives include *Synolda*, a twin to the original 15in-gauge *Sans Pareil*, built in 1912, saved from Belle Vue Zoo in Manchester in 1978, and now in the railway's museum.

Since the 1960s, the railway has improved and visitors have increased. Between 1961 and 1994, Douglas Ferreira was the general manager, and he is one of the people who have left the biggest legacy on the 'Ratty'. Today, there are 120,000 passengers each year, with up to 16 trains daily in summer. Trains run most of the year; the railway is only closed in January.

Ravenglass now has an impressive museum dedicated to the history of the line, with a collection of 15in-gauge locos on display, a couple of which are steamable and used during special events.

3 *River Irt*	0-8-2	reb RER		1927	in service
Katie	0-4-0T	Sir Arthur Heywood		1896	in service
7 *River Esk*	2-8-2	Davey Paxman	21104	1923	in service
9 *River Mite*	2-8-2	Clarkson	4669	1966	in service
10 *Northern Rock*	2-6-2	RER 10		1976	in service
Whillan Beck	4-6-2	Krauss	8457	1929	in service
The Flower of the Forest	0-2-2	RER 5		1985	in store
Synolda	4-4-2	Bassett-Lowke		1912	on display
15 *Bonnie Dundee*	0-4-2	Kerr Stuart	720	1900	overhaul at Cleethorpes
Little Giant	15in gauge 4-4-2	Bassett-Lowke	10	1905	on display

SOUTH TYNEDALE RAILWAY, ALSTON, CUMBRIA. 2ft.

The South Tynedale Railway is England's highest narrow gauge railway. It runs for five miles from Alston up the South Tyne Valley, to Slaggyford in Northumberland.

It was built on the trackbed of the southern section of the NER's standard gauge branch line between Haltwhistle and Alston, which was closed in May 1976.

Passenger trains operate on the railway from spring through to autumn, and it attracts 40,000 people to the district every year.

The railway opened a 1¼-mile extension to Slaggyford in June 2018.

The popular South Tyne Trail shares the trackbed with the railway, fenced off for safety. It is a walking and cycle trail that provides a cut-off for part of its length for the Pennine Way national trail.

The society still aims to extend the railway all the way to Haltwhistle.

Barber	0-6-2ST	Thomas Green	441	1908	in service
Green Dragon	0-4-2T	Hunslet	1859	1937	in service
10 *Naklo*	0-6-0WTT	Chz	3459	1957	under overhaul
6 *Thomas Edmondson*	0-4-0WTT	Henschel	16047	1918	awaiting overhaul
Helen Kathryn	0-4-0WT	Henschel	28035	1948	awaiting overhaul
740	0-6-0T	O&K	2343	1907	awaiting overhaul

Thomas Green 0-6-2ST *Barber* approaches Alston on the South Tynedale Railway.

Bagnall 0-4-0ST *Sir Tom* outside the locomotive shed at Threlkeld Quarry.

THRELKELD QUARRY AND MINING MUSEUM, NR KESWICK, CUMBRIA. 2ft.

The museum includes a quarry with a unique collection of historic machinery, such as locomotives and cranes, an underground tour of a realistic mine, a comprehensive geological and mining museum, and mineral panning.

The track of the quarry railway has been relaid, and since 2010 has provided a ride into the inner quarry for visitors to view the quarry faces in safety.

The railway has one steam locomotive and a number of industrial diesels and battery-electric locomotives. The Bagnall 0-4-0ST was re-gauged from 3ft 6in to 2ft gauge.

Steam locomotives

2ft gauge

Sir Tom	0-4-0ST	Bagnall	2135	1925	in service

Standard gauge

15 *Askham Hall*	0-4-0ST	Avonside	1772	1917	on display unrestored

WEST LANCASHIRE LIGHT RAILWAY, HESKETH BANK, LANCASHIRE. 2ft.

The West Lancashire Light Railway (WLLR) is just 430 yards long, but now boasts nine steam locomotives, three of which are in operating condition, with four being restored. There are also two electric locomotives and many internal combustion engines.

The line was first envisaged by six local schoolboys who wanted to save the light railway equipment, which was disappearing from local industries. The first problem was finding a suitable site, but this was solved when a strip of land above the clay pits at Alty's Brickworks was made available. In 1967, the group of six started laying track using rails from the former clay tramways with rough timbers as sleepers.

Two Ruston and Hornsby diesels were soon joined by more industrial diesels and the first home-built items of rolling stock.

In 1980 the railway saw the WLLR's first steam locomotive in steam – Quarry Hunslet *Irish Mail*. This was a significant achievement for the line as the locomotive was bought at an auction at Dinorwic slate quarry in Wales without a boiler.

Members of the West Lancashire Railway managed to retrieve the remains of *Alice*, of the same design, from the top of Dinorwic slate quarry, a location which had previously foiled attempts from other interested railway preservationists, and *Irish Mail* was completely rebuilt on site using the boiler from *Alice*.

The WLLR is open to the public on summer Sundays and Bank Holidays.

Visiting Kerr Stuart 0-4-2ST *Stanhope* and Orenstein & Koppel 0-4-0WT No. 21 *Utrillas* pass Kerr Stuart 0-6-0T No. 8 *Joffre* on the West Lancashire Light Railway. FRED KERR

Sybil	0-4-0ST	Bagnall	1760	1906	under restoration
Sena No. 16	0-4-2T	Fowler	15513	1920	under restoration off site
Cheetal	0-6-0WT	Fowler	15991	1923	awaiting restoration
Irish Mail	0-4-0ST	Hunslet	823	1903	in service
No. 8 *Joffre*	0-6-0T	Kerr Stuart	2405	1915	in service
	0-6-0T	Chrz	3506	1957	on display
Sena No. 6	0-8-0T	Henschel	14676	1917	awaiting restoration
No. 21 *Utrillas*	0-4-0WT	O&K	2378	1907	in service
No. 22 *Montalban*	0-4-0WT	O&K	6641	1913	under overhaul

WINDMILL FARM MINIATURE RAILWAY, BURSCOUGH, LANCASHIRE. 1ft 3in.

The Windmill Farm Railway opened in 1997, and was the idea of Austin Moss, whose aim was to create a working museum of 15in-gauge railways.

He started his collection with one locomotive in 1988, and for many years kept the stock at his house.

However, a suitable site for the collection was found at Windmill Animal Farm, and Austin built the railway and much of its stock. At first operated by one engine and one carriage, the line has since grown to a length of three-quarters of a mile. Motive power is often diesel, but the line has historic engines from many 15in-gauge lines, and has just acquired *Billie*, on of the original Bassett-Lowke Atlantics, built for the Rhyl Miniature Railway.

Ex-Fairbourne Railway Guest 2-4-2 *Sian* on the Windmill Farm Railway in Lancashire. GRAHAM BILLINGTON

Steam locomotives

4 *Blue Pacific*	4-6-2	N Guinness	1935	under overhaul
Mountaineer	0-4-0TT	W Van der Heiden	1970	in service
Billie	4-4-2	A Barnes	1920	under overhaul

Private Sites

CARNFORTH, WEST COAST RAILWAYS, LANCASHIRE.

British Main line steam locomotives

5972 *Olton Hall*	GWR 4-6-0	1937	on loan to Warner Bros, Leavesden
34016 *Bodmin*	SR WC 4-6-2	reb 1958	stored
34073 *249 Squadron*	SR BB 4-6-2	1948	stored
34067 *Tangmere*	SR BB 4-6-2	reb 1960	awaiting overhaul
35018 *British India Line*	SR MN 4-6-2	reb 1956	in main line service
48151	LMS 8F 2-8-0	1942	in main line service
44932	LMS 5MT 4-6-0	1945	under overhaul
45690 *Leander*	LMS Jubilee 4-6-0	1936	in main line service
45699 *Galatea*	LMS Jubilee 4-6-0	1936	in main line service
46115 *Scots Guardsman*	LMS Royal Scot 4-6-0	reb 1947	under overhaul
6201 *Princess Elizabeth*	LMS Princess Royal 4-6-2	1933	under overhaul

BR diesel locomotives

03084 *Helen-Louise*	Class 03 0-6-0DM	
03196	Class 03 0-6-0DM	
D2381	Class 03 0-6-0DM	
47270 *Swift*	Brush Type 4 Co-Co	
47580 *County of Essex*	Brush Type 4 Co-Co	hired from Mid-Norfolk

Industrial steam locomotives

Heysham No. 1	0-6-0F	Barclay	1572	1917
WTT	0-4-0ST	Barclay	2134	1942
No. 1 *Hurricane*	0-4-0ST	Barclay	2230	1947
Glaxo	0-4-0F	Barclay	2268	1949
	0-4-0ST	Peckett	2027	1942
Lindsay	0-6-0ST	Wigan Coal & Iron		1887

CHURCHTOWN NR RAMSAY, ISLE OF MAN.

No. 14 *Thornhill*	IOMR 2-4-0T	B Peacock	2028	1880

CONGLETON, CHESHIRE.

British main line steam locomotive

2859	GWR 2-8-0	1918	under restoration

RIGHT: GWR 4-6-0 No. 5029 *Nunney Castle* steams into the Locomotive Services Ltd's newly refurbished workshops at the former Crewe diesel depot. MAURICE BURNS

CARNFORTH, WEST COAST RAILWAYS, LANCASHIRE.

Carnforth (10A) became one of the last three steam sheds in Britain, finally closing on August 4, 1968.

By then the Lakeside Railway Estates Company had been formed, initially to preserve the Lakeside branch from Plumpton Junction.

As negotiations proved protracted, locomotives were being stored in the meantime at Carnforth.

However, with problems being experienced with the Lakeside branch, at the end of steam, the Carnforth site was leased from BR, and steam open days started to be held, with the venue acquiring the name Steamtown.

It was developed as a major regional visitor attraction, with preserved steam engines returning to main line operation after 1972. Sir William McAlpine acquired an interest in the company, for the operation of his LNER A3 Pacific No. 4472 *Flying Scotsman*.

Steamtown became the premier main line steam operating base in Britain, but the emphasis eventually moved south, and the upkeep of the extensive site to a standard suitable for public access proved impossible.

After closure to the public, the whole site was taken over by David Smith's West Coast Railway Company (WCRC), which has operated steam and diesel excursions across the country since Privatisation of the BR system.

As well as WCRC's main line fleet of steam engines, there are still industrial steam engines stored on site.

The company's sizeable diesel fleet, consisting of Classes 33, 37, 47 and 57, is not strictly 'preserved'.

BELOW: LMS 4-6-0s No. 46115 *Scots Guardsman* and 5690 *Leander* at Carnforth during a West Coast Railways' open weekend in August 2008.

CREWE, LOCOMOTIVE SERVICES LTD, CHESHIRE.

The former Crewe diesel depot, south of Crewe station, is the base for the overhaul, maintenance and main line operation of the fleet of locomotives owned by Jeremy Hosking's Locomotive Services Ltd.

British main line steam locomotives

5029 *Nunney Castle*	GWR 4-6-0	1934	under overhaul
34046 *Braunton*	SR West Country 4-6-2	reb 1949	main line service
35022 *Holland-America Line*	SR Merchant Navy 4-6-2	reb 1956	awaiting restoration
45231 *The Sherwood Forester*	LMS 5MT 4-6-0	1936	main line service
46100 *Royal Scot*	LMS 4-6-0	reb 1950	main line service
60532 *Blue Peter*	LNER A2 4-6-2	1948	under overhaul
70000 *Britannia*	BR 4-6-2	1951	under repair

BR diesel locomotives

08507	Class 08 0-6-0-DE	in service
08631 *Eagle*	Class 08 0-6-0-DE	in service
08737	Class 08 0-6-0-DE	awaiting overhaul
D1935	Brush Type 4 Co-Co	main line service
D1944 *Craftsman*	Brush Type 4 Co-Co	main line service
55022 *Royal Scots Grey*	EE Deltic Type 5 Co-Co	under repair

EATON HALL RAILWAY, CHESHIRE. 1ft 3in.

This was the original 15in-gauge line to be sold by Sir Arthur Heywood after experiments at his home at Duffield Bank.

It was constructed for the Duke of Westminster, and opened in 1896.

It linked the estate with the GWR main line from Chester, four miles away, but closed in 1947.

A shorter, new railway was built in 1994, with a replica of the Heywood engine *Katie*. It is only open to the public on the various garden open days, held about once a month in summer.

Katie	0-4-0T	Thursley/FMB	1994

HEYWOOD, RILEY & SON (ENGINEERING) LTD, LANCASHIRE.

This site at the east end of the East Lancashire Railway is the base for the maintenance and main line operation of Ian Riley's fleet of steam locomotives, and for the contract overhaul of locomotives from elsewhere.

British main line steam locomotives

7229	GWR 2-8-0T	1935	under overhaul
35009 *Shaw Savill*	SR MN 4-6-2	reb 1957	under overhaul
47324	LMS 3F 0-6-0T	1926	under overhaul
44871	LMS 5MT 4-6-0	1945	in main line service
45212	LMS 5MT 4-6-0	1935	in main line service
60103 *Flying Scotsman*	LNER A3 4-6-2	1923	in main line service for NRM

BR diesel locomotive

37679 *Transrail*	English-Electric Type 3 Co-Co	under overhaul

HORWICH, LANCASHIRE

	0-6-0ST	Avonside 1600		1912	under restoration
Harry	0-6-0ST	H Clarke	1776	1944	under restoration for Embsay

LIVERPOOL MUSEUM STORE

British main line steam locomotive

Cecil Raikes	Mersey Rly 0-6-4T			1885

Industrial steam locomotives

MDHB No. 1	0-6-0ST	Avonside	1465	1904

LYTHAM MOTIVE POWER MUSEUM, CLOSED.

Industrial steam locomotives

Ribblesdale No. 3	0-4-0ST	H Clarke	1661	1936
Hodbarrow No. 6	0-4-0CT	Neilson	4004	1890
Gartsherrie No. 20	0-4-0ST	North British	18386	1908

LNER D49 4-4-0 No. 246 *Morayshire* departs from the terminus at Bo'ness on the Bo'ness & Kinneil Railway, passing Neilson 0-6-0T *Lord Roberts* in Thomas blue livery.

Scotland

PRESERVED RAILWAYS, MUSEUMS AND CENTRES – STANDARD GAUGE

Scotland has a fascinating railway history and is notable for the quantity and quality of its steam locomotive building.

Historic Scottish steam engines were being preserved by the main line railway companies in the 1930s, and towards the end of steam in the 1960s, with voluntary railway preservation securing further historic engines.

The Strathspey Railway in the Highlands was the first standard gauge preserved steam railway to open in Scotland, but not until 1978, while the Scottish Railway Preservation Society did not open the Bo'ness & Kinneil Railway until 1981.

The Bo'ness & Kinneil Railway features the Museum of Scottish Railways. Glasgow has had a transport museum since 1966, now sited at its third location, while the Summerlee museum at Coatbridge adds further to the story of Scottish railways and locomotive building.

There are several smaller heritage lines offering steam-hauled rides, and a feature of Scotland is the number of industrial saddletanks still on display at a variety of locations; four have even been in a scrapyard now for 45 years.

The West Highland extension from Fort William to Mallaig should not be overlooked, with a main line steam service running regularly each year since 1984, and operated by the West Coast Railway Company since 1994.

BO'NESS & KINNEIL RAILWAY, BO'NESS, WEST LOTHIAN.

The Scottish Railway Preservation Society started preserving steam engines in the 1960s, but took a very long time to find a suitable line to run them on.

It built up a sizeable collection of locomotives and stock at its base in Falkirk, and eventually settled on the derelict remains of the nearby branch to Bo'ness on the Firth of Forth – effectively a green field site; it moved lock, stock and barrel from Falkirk in 1980/81. The site of the original Bo'ness station, closed in 1956, was by then occupied by a roundabout, but several historic buildings have since been obtained and re-erected to provide a traditional railway setting.

Bo'ness station opened in 1981, and the line was extended to Kinneil in 1987 and to Birkhill in 1989.

Since 2010 the passenger service has continued to Manuel on the Edinburgh to Glasgow main line, and a new station has been built.

BELOW: William Bagnall Austerity 0-6-0ST No. 75254 runs alongside the Firth of Forth on the Bo'ness & Kinneil Railway.

British main line steam locomotives

419	CR 0-4-4T	1907	under overhaul
45170	LMS 8F 2-8-0	1942	awaiting overhaul
42	NBR Y9 0-4-0ST	1887	on display
673 *Maude*	NBR J36 0-6-0	1891	on display
49 *Gordon Highlander*	GNSR D40 4-4-0	1920	on display
246 *Morayshire*	LNER D49 4-4-0	1928	under overhaul at Llangollen
61994 *The Great Marquess*	LNER K4 2-6-0	1938	on display
80105	BR 4MT 2-6-4T	1955	under overhaul

Industrial steam locomotives

No. 7	0-6-0ST	Bagnall	2777	1945	in service
No. 3 *Lady Victoria*	0-6-0ST	Barclay	1458	1916	on display
No. 3 *Clydesmill*	0-4-0ST	Barclay	1937	1928	in store
Lord Ashfield	0-4-0ST	Barclay	1989	1930	on display
No. 4	0-4-0ST	Barclay	2043	1937	in service
BAC No. 3	0-4-0ST	Barclay	2046	1937	awaiting restoration
Wemyss No. 20	0-6-0T	Barclay	2068	1939	awaiting overhaul
No. 6	0-4-0CT	Barclay	2127	1942	on display
No. 6	0-4-0ST	Barclay	2219	1946	in service loan from Prestongrange
No. 24	0-6-0T	Barclay	2335	1953	on display
Lord King	0-4-0ST	H Leslie	3640	1926	on display (as Percy)
No. 17	0-6-0ST	Hunslet	2880	1943	awaiting restoration
No. 19	0-6-0ST	Hunslet	3818	1954	in service
No. 5	0-6-0ST	Hunslet	3837	1955	awaiting restoration
No. 13 *Kelton Fell*	0-4-0ST	Neilson	2203	1876	on display
Lord Roberts	0-6-0T	Neilson	5710	1902	under overhaul
Ranald	4wVBT	Sentinel	9627	1957	awaiting restoration
Dennis	4wVBT	Sentinel	9631	1958	awaiting restoration

3ft gauge

Fair Maid of Foyers	0-4-0T	Barclay	840	1899	in store

BR diesel locomotives

D2767	North British 0-4-0	in service
D3558	Class 08 0-6-0DE	in service
20020	EE Type 1 Bo-Bo	awaiting repairs (been to Wensley)
25235	BR/Sulzer Type 2 Bo--Bo	awaiting overhaul
26024	BRCW/Sulzer Type 2 Bo-Bo	under overhaul
26038	BRCW/Sulzer Type 2 Bo-Bo	hired to NYMR
27001	BRCW/Sulzer Type 2 Bo-Bo	under overhaul
27005	BRCW/Sulzer Type 2 Bo-Bo	under overhaul
37261	EE Type 3 Co-Co	under overhaul
37025 *Inverness TMD*	EE Type 3 Co-Co	on hire to Colas
37067	EE Type 3 Co-Co	in service (loan from DRS)
37403 *Isle of Mull*	EE Type 3 Co-Co	on hire to DRS
47643	Brush Type 4 Co-Co	in service

BR electric locomotive

84001	Class 84 Bo-Bo	on display

The railway is also home to the Museum of Scottish Railways, which was opened in 1995 as the Scottish Railway Exhibition, and extended in 2002.

Among engines on display is No. 49 *Gordon Highlander* from Glasgow Museum.

The society's collection includes other historic Scottish engines, many industrial tanks, most built by Barclays, and a variety of main line diesels.

With Montrose in the background, Barclay 0-6-0T *Harlaxton,* in Thomas livery, climbs away from Bridge of Dun on the Caledonian Railway. TREVOR GREGG

CALEDONIAN RAILWAY, BRECHIN, ANGUS.

Bridge of Dun was a junction on the Caledonian Railway's main line from Glasgow to Aberdeen. The Caledonian Railway Brechin runs on the four-mile branch from Bridge of Dun to Brechin. This branch was built in 1848 and became part of the original Caledonian Railway in 1865.

Closure by BR came in 1981, but a preservation society had been set up in 1979, and that year the first steam engine arrived at Brechin. It was to take another 13 years of hard work before the society ran its first passenger trains along the branch in 1992.

Brechin station survived as a classic CR branch terminus, and the society has a reasonable number of industrial steam engines and BR diesels.

However, operating motive power has been predominantly industrial or diesel, with only the very occasional main line visitor.

British main line steam locomotive

46464	LMS 2MT 2-6-0			1950	under overhaul

Industrial steam locomotives

6	0-6-0ST	Bagnall	2749	1944	in store
16	0-6-0ST	Bagnall	2759	1944	in store
	0-4-0ST	Barclay	1863	1926	in service
Harlaxton	0-6-0T	Barclay	2107	1941	in service (Thomas)
Diana	0-6-0ST	Hunslet	2879	1943	in store
Patricia	0-4-0ST	Peckett	1376	1915	on display (Percy)
Menelaus	0-6-0ST	Peckett	1889	1934	awaiting restoration
5	0-4-0ST	Peckett	2153	1954	under overhaul

BR diesel locomotives

08046 *Brechin City*	Class 08 0-6-0DE	in service
12052	Class 11 0-6-0DE	in service
12093	Class 11 0-6-0DE	in service
D5222	BR/Sulzer Type 2 Bo-Bo	awaiting overhaul
25083	BR/Sulzer Type 2 Bo-Bo	awaiting repairs
D5314	BRCW/Sulzer Type 2 Bo-Bo	in service
D5353	BRCW/Sulzer Type 2 Bo-Bo	awaiting restoration
D5370	BRCW/Sulzer Type 2 Bo-Bo	in service
26035	BRCW/Sulzer Type 2 Bo-Bo	awaiting overhaul
37097 *Old Fettercairn*	EE Type 3 Co-Co	under overhaul

EDINBURGH, NATIONAL MUSEUM OF SCOTLAND.

Wylam Dilly is one of the two oldest surviving steam locomotives in the world, built by William Hedley in 1813 to haul coal on the waggonway from Wylam to the River Tyne. On withdrawal in 1883, it was presented to the Royal Museum in Edinburgh in 1882, now called the National Museum of Scotland, and Scotland's biggest tourist attraction.

Ellesmere, the other engine on display, is the second oldest surviving locomotive built in Scotland.

Industrial steam locomotives

Wylam Dilly	4wG	Hedley		1813	on display
Ellesmere	0-4-0WT	Hawthorn	244	1861	on display

Andrew Barclay 0-4-0ST No. 10 *Forth* in steam at the Fife Heritage Railway. STUART CHAPMAN

Industrial steam locomotives

No. 10 *Forth*	0-4-0ST	Barclay	1890	1926	in service
No. 17	0-4-0ST	Barclay	2292	1951	awaiting restoration

FIFE HERITAGE RAILWAY, KIRKLAND SIDINGS, LEVEN.

The Kingdom of Fife Railway Preservation Society Society was formed in 1992 to take over John Cameron's Lochty Private Railway's locomotive fleet after the line's closure.

In 1994, the last of the fleet was moved from Lochty to the now defunct Methil power station until the society could find a permanent home for its collection.

Finally, in 2001, the society acquired Kirkland yard, a 21-acre former railway marshalling yard on the outskirts of Leven, and in 2003 the rolling stock was moved from the power station. The society has laid half a mile of track, plus sidings, and built a locomotive shed.

In 2016, one of the railway's two Barclay 0-4-0STs was steamed, becoming the first steam engine to run on a Fife heritage line since the closure of Lochty in 1992. Regular steamings are expected to take place in future.

GLASGOW, RIVERSIDE MUSEUM.

The Riverside Museum is the current location of the Glasgow Museum of Transport, at Pointhouse Quay, in the Glasgow Harbour area.

The building opened in June 2011, replacing the former transport museum at Kelvinhall.

RIGHT: Highland Railway 4-6-0 No. 103 in Glasgow's Riverside Museum. HUGH DOUGHERTY

British main line steam locomotives

9	GSWR 0-6-0T	1917	on display
123	CR 4-2-2	1886	on display
103	HR 4-6-0	1894	on display
256 *Glen Douglas*	NBR 4-4-0	1913	on display

Overseas steam locomotive

3007	South African SAR 15F 4-8-2	1945	on display

LATHALMOND RAILWAY MUSEUM, SCOTTISH VINTAGE BUS MUSEUM, FIFE.

The Scottish Vintage Bus Museum was formerly the Royal Naval Stores Depot at Lathalmond, near Dunfermline.

The railway was set up more recently to preserve the original locomotive shed, known as Shed 47, and all that remains of a once-extensive railway system serving the depot. Track has been laid and industrial diesels and wagons restored.

A Barclay 0-4-0ST is externally restored and on display and another is on loan from Bo'ness and being restored.

A narrow gauge railway is also under construction.

The railway is open when the bus museum stages a major event.

Industrial steam locomotives

29	0-4-0ST	Barclay	1996	1934	on display
17	0-4-0ST	Barclay	2296	1950	under restoration

KEITH & DUFFTOWN RAILWAY, MORAY.

The original Keith and Dufftown Railway, with the Strathspey Railway and Morayshire Railway, became part of the Aberdeen to Elgin line of the Great North of Scotland Railway. In more recent years it was an 11-mile long, freight-only branch to Dufftown.

One of the longer heritage lines, the scenic but remote line is normally DMU-operated, and only rarely sees visiting steam traction.

The Keith & Dufftown Railway's Class 108 diesel-multiple unit *Spirit of Speyside* at Keith Town station. TREVOR GREGG

ROYAL DEESIDE RAILWAY, MILTON OF CRATHES, ABERDEENSHIRE.

The Great North of Scotland Railway's Deeside branch from Aberdeen to Ballater was used by the Royal Family to travel to Balmoral Castle. However, the line was closed by BR in 1966.

Industrial steam locomotives

Bon Accord	0-4-0ST	Barclay	807	1897	in service
Salmon	0-6-0ST	Barclay	2319	1942	in service (loan from S&C)
Welbeck No. 6	0-4-0ST	Peckett	2110	1950	under overhaul

BR diesel locomotives

03037	Class 03 0-6-0DM	awaiting restoration
03094	Class 03 0-6-0DM	in service
03134	Class 03 0-6-0DM	in service

The Royal Deeside Railway was formed in 1996 with the intention of reopening and claiming part of the branch between Milton of Crathes and Banchory. The railway now runs a regular passenger service over one mile of track from Milton of Crathes.

The first steam-hauled passenger services were operated during 2010.

BELOW: Barclay 0-4-0ST *Bon Accord* and 0-6-0ST *Salmon* in steam on the Royal Deeside Railway at Milton of Crathes. TREVOR GREGG

Fireless Barclay 0-4-0 No. 8 in steam at Dunaskin for the first time in 2017. ANDREW THOM

SCOTTISH INDUSTRIAL RAILWAY CENTRE, DUNASKIN, AYRSHIRE.

This centre is an industrial heritage museum operated by the Ayrshire Railway Preservation Group.

The society owns a number of ex-NCB standard gauge Andrew Barclay steam locomotives and various industrial diesels as well as some narrow gauge items. Established in 1980, the centre was originally based at the former Minnivey colliery, near Dalmellington, in the Ayrshire coalfield.

However, the group decided in 2002 to move its operations to the nearby Dunaskin Heritage Centre.

Council funding was withdrawn from the heritage centre in 2005, resulting in its closure, but the railway was still able to start running steam-hauled rides at Dunaskin, using an engine borrowed from the Caledonian Railway at Brechin.

Following the completion of the overhaul of Barclay 0-4-0ST No. 10, steam days have been held on a regular basis since 2008.

It is the only centre able to operate a fireless steam locomotive.

Industrial steam locomotives

16	0-4-0ST	Barclay	1116	1910	on display
8	0-6-0T	Barclay	1296	1912	awaiting restoration
19	0-4-0ST	Barclay	1614	1918	under restoration
8	0-4-0F	Barclay	1952	1928	in service
10	0-4-0ST	Barclay	2244	1947	in service
23	0-4-0ST	Barclay	2260	1949	on display
25	0-6-0ST	Barclay	2358	1954	awaiting restoration
1	0-4-0ST	Barclay	2368	1955	awaiting restoration

Caledonian Railway 0-6-0 No. 828 departs from Boat of Garten on the Strathspey Railway. Also seen is Brush Type 2 diesel D5862.

STRATHSPEY RAILWAY, AVIEMORE, HIGHLAND.

Building a railway from Perth to Inverness through the inhospitable terrain of the Scottish Highlands in the early years of the railway boom was considered too ambitious by many, but in 1863 a line was opened running via Aviemore, Grantown and Forres, which became the main line of the Highland Railway in 1865.

In 1898 though, the Highland did what had earlier appeared impossible and opened a more direct line from Aviemore to Inverness via Carrbridge.

The original line through Grantown-on-Spey was relegated to a secondary route, and this line eventually fell victim to the Beeching 'axe', with passenger services being withdrawn in 1965, followed by complete closure in 1968.

The Strathspey Railway Company was established in 1971 with the aim of reopening the line, and in the following year agreed to buy the trackbed from Aviemore to Grantown from BR.

Reinstating even part of the route was nearly as ambitious as building the original railway, but after years of hard work, trains ran again from a new station, near Aviemore main line station, as far as Boat of Garten in 1978.

In 1998, trains started running into platform 3 of the main line station, and in 2002 the line was extended from Boat of Garten to Broomhill.

It is still intended to extend to Grantown, where the station has disappeared, and good progress is being made, with the missing bridge over the Dulnain River having been replaced.

In a popular tourist area, the Strathspey Railway has developed, and after many years of operation by predominantly industrial steam power, main line steam locomotives are now the norm.

British main line steam locomotives

828	CR 0-6-0		1899	in service
46512	LMS 2MT 2-6-0		1952	in service
5025	LMS 5MT 4-6-0		1934	under overhaul

Industrial steam locomotives

WPR17 *Braerich*	0-6-0T	Barclay	2017	1935	awaiting overhaul
No. 2 *Balmenach*	0-4-0ST	Barclay	2020	1936	awaiting overhaul
No. 9 *Cairngorm*	0-6-0ST	RSH	7097	1943	awaiting overhaul

BR diesel locomotives

D2774	North British 0-4-0DM	in service
08490	Class 08 0-6-0DE	in service
D5302	BRCW/Sulzer Type 2 Bo-Bo	awaiting overhaul
D5394	BRCW/Sulzer Type 2 Bo-Bo	in service
26025	BRCW/Sulzer Type 2 Bo-Bo	under restoration
D5862	Brush Type 2 A1A-A1A	in service

North British 1957-built South African Railways GMAM 4-8-2+2-8-4 Beyer-Garratt No. 4112 *Springbok* on display at the Summerlee Museum of Scottish Industrial Life, Coatbridge. HUGH DOUGHERTY

Andrew Barclay fireless 0-6-0 No. 1550 on display at the Devils Porridge Museum at Eastriggs. HUGH DOUGHERTY

Andrew Barclay 0-4-0ST No. 3 on display outside the Grampian Transport Museum at Alford, Aberdeenshire. HUGH DOUGHERTY

Ex-Aberdeen gasworks Barclay 0-4-0ST *Mr Therm* on display in Seaton Park, Aberdeen. TREVOR GREGG

0-4-0ST *Drake* being craned into position in 2007 at a housing development on the site of Andrew Barclay's Caledonia works at Kilmarnock, where the locomotive was built. HUGH DOUGHERTY

Andrew Barclay 0-6-0ST No. 8 *Dardanelles* on display in the Polkemmet Country Park at Whitburn. The engine worked at the National Coal Board's Polkemmet colliery. FRED KERR

SUMMERLEE MUSEUM OF SCOTTISH INDUSTRIAL LIFE, COATBRIDGE, NORTH LANARKSHIRE.

Formerly known as Summerlee Heritage Park, this is an industrial museum built on the site of the Victorian Summerlee Ironworks. It reopened in 2008 following a £10million refurbishment. The museum has several steam engines relevant to the area, including a 3ft 6in-gauge South African Railways Beyer-Garratt, plus a 1960s Glasgow Class 311 'Blue Train' EMU, and a short working tram line.

Overseas steam locomotive

4112 *Springbok*	South African SAR GMAM 4-8-2+2-8-4		1957	on display

Industrial steam locomotives

No. 11	0-4-0ST	Grant & Hogg		1898	on display
No. 9	0-6-0T	H Clarke	895	1909	on display
Robin	4wVBT	Sentinel	9628	1957	on display

John Fowler and Ruston & Hornsby diesel shunters stand at the platform at the Whitrope Heritage Centre. TREVOR GREGG

WHITROPE HERITAGE CENTRE, BORDERS.

Whitrope Siding, just south of the highest point on the Waverley Route, is the home of the Whitrope Heritage Centre, as well as the current terminus of the heritage Border Union Railway.

The Waverley Route Heritage Association maintains a small museum of Waverley Route-related artefacts and photographs in a couple of coaches.

There is a new platform on the Down side, with more than 800m of track laid from the tunnel over the summit southward to Bridge 200.

There is also a plan to rebuild a replica of Whitrope signalbox, as well as to extend the running line southwards to the site of Riccarton Junction.

BR diesel locomotive

26040	BRCW/Sulzer Type 2 Bo-Bo

Locations with individual locomotives on display

ABERDEEN, SEATON PARK.

Industrial steam locomotive

Mr Therm	0-4-0ST	Barclay	2239	1947	on display

ABERFELDY, JOHN DEWAR DISTILLERY.

Industrial steam locomotive

Dailuaine	0-4-0ST	Barclay	2073	1939	on display

ALFORD, GRAMPIAN TRANSPORT MUSEUM, ABERDEENSHIRE.

Industrial steam locomotive

No. 3	0-4-0ST	Barclay	1889	1926	on display

EASTRIGGS, DEVIL'S PORRIDGE MUSEUM, DUMFRIESSHIRE.

Industrial steam locomotive

	0-6-0F	Barclay	1550	1917	on display

KILMARNOCK, BARCLAY HOUSE.

Industrial steam locomotive

Drake	0-4-0ST	Barclay	2086	1940	on display

LOCHORE MEADOWS COUNTRY PARK, FIFE.

Industrial steam locomotive

No. 30	0-4-0ST	Barclay	2259	1949	on display

POLKEMMET COUNTRY PARK, WHITBURN, CENTRAL SCOTLAND.

Industrial steam locomotive

No. 8 *Dardanelles*	0-6-0ST	Barclay	1175	1909	on display

HCS Bullock 0-6-0 No. 3007 *Firefly* and 4-6-2 *King George V1* wait to double-head the next train at Kerr's Miniature Railway Heywood weekend in May 2011, while Jennings petrol-mechanical 4-4-2 *Auld Reekie* waits outside the shed. PHIL ASHWORTH

KERR'S MINIATURE RAILWAY, WEST LINKS PARK, ARBROATH. 10¼in.

This quarter-mile line, next to the East Coast Main Line to Aberdeen, is the oldest miniature railway in Scotland, having first opened in 1935.

Under its original owner, Matthew Kerr Snr, it was a commercial business, but since 1979, when it passed to his son Matthew Kerr Jnr, it has been run as a non-profit concern.

With the death of Matthew Kerr Jnr in 2006, the future of the railway was uncertain, but his widow and son have continued to run the railway with the help of the volunteers.

The railway has six locomotives, two of which are steam, built by Herbert Bullock in the 1930s.

Steam locomotives

3007 *Firefly*	0-6-0	HCS Bullock	in service
Silver Jubilee	4-6-2	HCS Bullock	in service at Eastleigh Lakeside
King George V1	4-6-2	HCS Bullock	in service

ALFORD VALLEY RAILWAY, ALFORD, ABERDEENSHIRE. 2ft.

The Alford Valley Railway is located at what used to be the terminus of the original Alford Valley Railway, which connected with the Great North of Scotland Railway main line at Kintore. The line closed to passengers in 1950 and to goods in 1966.

The narrow gauge railway was built from salvaged equipment from the New Pitsligo peat moss railway and opened in 1980. Originally, it ran for around two miles from Haughton Park station, but in 1984 another line was run from Alford station, alongside Alford golf course, to Haughton Park, and the original Murray Woods line was closed.

BR demolished the station building, but the passenger platform is the original. The locomotive shed was demolished, but the original granite carriage shed is now used by the Alford Valley Railway.

The Grampian Transport Museum and Alford Heritage Centre are nearby.

Alan Keef steam-outline 0-4-0DH *James Gordon* heads a 'Santa' special on the Alford Valley Railway. TREVOR GREGG

Hunslet 4wDM No. 6 *Clyde* on the Leadhills & Wanlockhead Railway. MURDO MCLEOD /LWR

LEADHILLS & WANLOCKHEAD RAILWAY, SOUTH LANARKSHIRE. 2ft.

The Leadhills and Wanlockhead Railway is the highest adhesion railway in the UK. It runs on the trackbed of the Caledonian Railway's Leadhills and Wanlockhead branch, which left the Carlisle to Glasgow main line at Elvanfoot, and closed in the 1930s.

The preserved section runs from Leadhills for about a kilometre towards Wanlockhead, to the border of South Lanarkshire and Dumfries and Galloway.

Trains are normally diesel worked, with the locomotive propelling the train uphill away from Leadhills. There has been the occasional visiting steam locomotive.

For two weeks during July 2016 the railway operated an extended service, connecting with local bus routes, as the road between Wanlockhead and Leadhills was closed for repairs.

ALMOND VALLEY HERITAGE CENTRE, LINLITHGOW, WEST LOTHIAN. 2ft 6in.

The Almond Valley Light Railway runs at the Almond Valley Heritage Trust site at Livingston.

The line uses only internal combustion locomotives.

The railway is home to a number of electric locomotives (five battery, one overhead), but these are not used.

All of the battery locomotives are likely to require new batteries before being used again.

The railway operates at weekends between Easter and the end of September, and daily during some school holiday periods.

Private Sites

FERRYHILL LOCOMOTIVE SHED, ABERDEEN.

The Ferryhill Railway Heritage Trust was set up in 2007 to take over the remaining building and turntable of the former Ferryhill locomotive depot, restore it, and transform the site into a working railway heritage site for the north-east of Scotland.

Work is progressing, but the site is not yet open to the public.

Industrial steam locomotive

North Downs No. 3	0-6-0T	RSH	7846	1955	awaiting restoration

GLASGOW MUSEUM STORE

Industrial steam locomotives

	0-4-0VBT	Chaplin	2368	1885
No. 1	0-6-0F	Barclay	1571	1917

KIRKCALDY SCRAPYARD, THOMAS MUIR LTD.

Locomotives were bought for scrapping in the early-1970s. Several were sold on for preservation, but four remain in the yard, which has even been relocated during the intervening 45 years.

Industrial steam locomotives

3	0-4-0ST	Barclay	946	1902
22	0-4-0ST	Barclay	1069	1906
53	0-4-0ST	Barclay	1807	1923
7	0-4-0ST	Barclay	2262	1949

LADY VICTORIA, NEWTONGRANGE, SCOTTISH MINING MUSEUM.

Industrial steam locomotive

No. 21	0-4-0ST	Barclay	2284	1949	stored, not on display

PRESTONGRANGE MINING MUSEUM, PRESTONPANS.

There are locomotives at Prestongrange looked after by the Prestongrange Railway Society. They are not on display or accessible to the public.

Museum staff cannot grant access to the building where they are housed, and the society does not allow access to the building.

Industrial steam locomotives

	0-4-2ST	G Ritchie	536	1914
29	0-4-0ST	Barclay	1142	1908
6	0-4-0ST	Barclay	2219	1946

'THE JACOBITE'. WEST COAST RAILWAY COMPANY, FORT WILLIAM SHED.

Locomotives based here are used for main line operation to Mallaig.

British main line steam locomotives

44871	LMS 5MT 4-6-0	in main line service
45212	LMS 5MT 4-6-0	in main line service
45407		
'The Glasgow Highlander'	LMS 5MT 4-6-0	in main line service
62005 *'Lord of the Isles'*	LNER K1 2-6-0	in main line service

TAKING STOCK

When it was reopened by volunteer railway enthusiasts in 1951, the narrow gauge Talyllyn Railway in Wales became the world's first passenger-carrying preserved steam railway run by volunteers.

This was quickly followed by the even more ambitious revival of the Ffestiniog Railway in 1955, opening the floodgates for the revival of many of the old narrow gauge systems which once flourished in North Wales.

Standard gauge steam preservation was an altogether different matter, but the first standard gauge preserved steam railway to start regular passenger services in Britain was the Bluebell Railway in 1960 with a couple of tank engines and a couple of coaches on five miles of track in Sussex.

The historic Middleton Railway in Leeds actually ran a passenger train just before the Bluebell, but not initially on a regular timetabled basis.

Britain's heritage railways now have an almost infinite variety of locomotives and the line up is constantly changing. This book aims to list and illustrate the variety of locomotives which can be seen, with an indication of their current status.

Britain's heritage railways are divided into standard gauge and narrow gauge. The latter are listed separately and lines which run only petrol or diesel locomotives, often steam-outline, are not generally included, although a few are illustrated.

The locations are arranged alphabetically by area, but broken down into standard gauge and narrow gauge, with major lines and centres first, plus a list of sites with individual engines on display.

Industrial diesel locomotives are not listed in view of their large numbers. Railcars, diesel and electric multiple units are also excluded, although some industrial diesels and multiple-units are mentioned or illustrated.

ISBN: 978-1-911276-65-4
9 781911 276654 >
£6.99
MORTONS